

Issue 98

18 February
2005

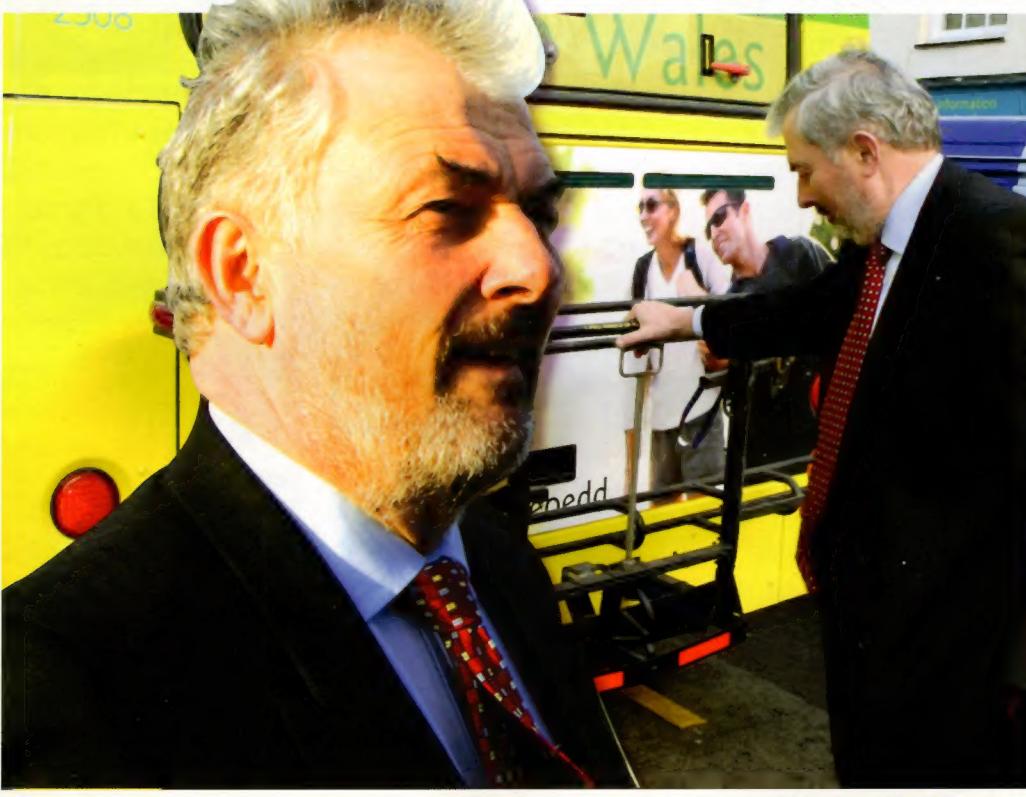
bus AND coach PROFESSIONAL

Now Every FORTNIGHT

www.busandcoach.com

Viva Arriva

Walking the talk with Steve Clayton



FEATURED IN
THIS ISSUE . . .



Metrobus buying
Tellings sells former Crystals operation to Metrobus.



Real-time travel
Assessing the benefits of real-time information.



TV on the buses
Creating a new medium with on-board TV. But what do passengers think?



Trams on track
Boost for Edinburgh's tram plans from Scottish parliament committee.



1987 DAF LAG Panaramic

49 seats, ZF 6 speed,
double glazing, driver
bunk, continental door,



1994 DAF Bova Futura

48 seats, ZF 6 speed,
double glazing toilet,
drinks, Futurair system,
radio/pa/cassette



1994 DAF Bova Futura

48 seats, ZF 6 speed,
double glazing, A/C,
curtains, toilet, servery,
water boiler, drinks



1990 DAF SB2300

Jonckheere Deauville
51 seats, ZF 6 speed,
double glazing, toilet



**2002 Iveco Indcar
Maxim II**

29 seats, Manual, A/C,
curtains, double glazing,
auxiliary heater, power
door, radio/pa/cassette



**1999 Iveco Indcar
Maxim I**

29 seats, 6 speed, A/C,
curtains, double glazing,
power door,
radio/pa/cassette



**1999 Iveco Indcar
Maxim I**

24 seats, 6 speed, A/C,
curtains, double glazing,
power door,
radio/pa/cassette



**1997 Iveco Eurorider
Beulas Stergo e**

50 seats, 8 speed,
curtains, double glazing
A/C, servery,
Water boiler, drinks



**1997 Dennis Javelin GX
Neoplan Transliner**

49 seats, ZF 6 Speed,A/C,
curtains, double glazing,
toilet, TV/Video, drinks,
fridge



**1996 Neoplan MAN Tri-
Axle Cityliner**

49 seats, ZF 8 Speed,
A/C Webasto, servery
rear kitchen, oven, drinks,
fridge, TV/Video



**1996 Neoplan MAN
Cityliner**

49 seats, ZF 8 Speed,
double glazed, auxiliary
heater, toilet, TV/Video,
toilet, drinks, fridge



**1999 Dennis Javelin GX
Neoplan Transliner**

49 seats, ZF 6 speed, A/C
double glazed,
continental door, toilet,
TV/Video, drinks



**1997 Volvo B10M Plaxton
350**

49/53 seats, ZF 6 Speed,
continental door, power
door, toilet, TV/Video, drinks,



**1994 Volvo B6R
Jonckheere Ascot**

33 seats, 6 speed,
curtains, power door,
Toilet, radio/pa/cassette.



**1999 Toyota Caetano
Optimo IV**

21 seats, curtains, power
door, radio/pa./cassette



**1993 MAN Tornado Set.
215HD**

49 seats, ZF 8 Speed, A/C
drivers bunk, toilet, power
door, drinks, fridge,
TV/Video, radio/pa/cassette

xcellent Selection of Pre-owned Coaches



2000 DAF Bova Futura
49 seats, ZF 6 speed, A/C
double glazing, Retarder,
toilet, servery, water boiler,
drinks, fridge,
radio/pa/cassette



**1996 Dennis Javelin
Plaxton Premiere 3200**
49 seats, 6 speed,
curtains, double glazing,
toilet, servery, drinks,
radio/pa/cassette



**2000 Iveco Eurorider
Beulas Stergo e**
47/51 seats, ZF 8 speed,
carpets, curtains, A/C
Webasto, Retarder, toilet,
drinks



**1999 Iveco Eurorider
Beulas Stergo e**
48 seats, AVS gearbox, A/C
double glazing, toilet,
servery, water boiler, drinks,
fridge, radio/pa/cassette



**2002 Iveco Eurorider
Beulas Stergo e**
49 seats, 8 Speed, 3
point seat belt, A/C,
Webasto, Retarder,
toilet, drinks, TV/Video



**2002 Iveco Eurorider
Beulas Stergo e**
53 seats, Automatic, 3
point seat belt, A/C,
Webasto, Retarder,
carpets, curtains



**1996 MAN 11.190
Berkhof Excellance**
33 seats, ZF 6 Speed,
double glazing, Telma,
power door, toilet,
TV/Video, drinks



**1997 Dennis Javelin GX
Neoplan Transliner**
49 seats, 6 speed, A/C,
double glazing,
continental door, Telma,
toilet, TV/Video, drinks



**1999 MAN Neoplan
Transliner**
48 seats, 6 speed, A/C
double glazed,
continental door, toilet,
TV/Video, drinks



**2001 MAN Neoplan
Transliner**
49/53 seats, ZF 6 speed,
A/C double glazed,
continental door, toilet,
TV/Video, drinks



**1997 Setra S250
Mercedes**
48 seats, ZF 6 speed
Manual, A/C, Telma,
power door, toilet,
TV/Video, fridge, drinks



**1993 MAN Tornado
Setra 215HD**
49 seats, A/C, Telma,
power door, toilet,
radio/pa/cassette,
TV/Video, fridge, drinks



1993 MAN Setra 215HD
48 seats, ZF 8 Speed,
carpets, curtains, A/C
Webasto, Retarder, toilet,
TV/Video,
radio/pa/cassette



**1993 Volvo B10M Plaxton
Premier 3200**
48 seats, toilet, drinks,
radio/pa/cassette,
continental door



**1995 Volvo B6R
Jonckheere Ascot**
35 seats, ZF 6 speed,
double glazed,
radio/pa/cassette



1994 Volvo B6 Caetano
35 seats, 6 Speed, double
glazed, continental door,
radio/pa/cassette/cd



News - page 6.



News Analysis - page 10.



TV on the buses - page 18..

Bus and Coach Professional is published by Plum Publishing Ltd

Editorial

Steve Rooney, Managing editor
steve.rooney@busandcoach.com

Stewart J Brown, News editor
stewart.jbrown@busandcoach.com

Ravinder Jagdev, Reporter

Editorial contributors:

Steve Banner
Gavin Booth
Peter Plisner

Advertising

Jo Taylor
jo.taylor@busandcoach.com
Bob Jenkins
bob.jenkins@busandcoach.com

Production

Anil Amrit
Grant Difford

Editorial, Production and Advertising address:

Bus and Coach Professional
Plum Publishing Ltd,
Suite 1, Cornerstone House,
Stafford Park 13, Telford,
Shropshire. TF3 3AZ

Telephone: 01952 204920
Fax: 01952 204929
www.busandcoach.com

PLUM
Publishing

Contents

6 NEWS

Metrobus buys Dartford operation.
Arriva confirms another German takeover.
Westbus, Australia in administration.

10 NEWS ANALYSIS

Real-time information has become an important tool in increasing the positive perception of passenger transport. A new DfT report identifies the extent of RTI systems across England and Wales. *Stewart Brown* reports.

12 INTERNATIONAL

Bus and Coach Professional presents the top stories from around the globe.

14 DIARY

A regular insight into *Alexander Pemberton's* industry news and events.



16 PRODUCT FILE

Update on industry products and services.



18 TV ON THE BUSES

TV screens are being installed on buses and trains, creating another highly effective medium for getting the message to the masses. *Peter Plisner* reports.

20 VIVA ARRIVA!

Arriva is one of the largest transport service organisations, currently undergoing new developments at their depots in the North West and Wales. *Gavin Booth* hitches a ride with Steve Clayton, in the latest in our Walking the Talk series.



Does
insurance
make you feel
like this?

CPTIRS - untying the insurance knots.

cpt 
INSURANCE &
RISK SOLUTIONS

CPT Insurance & Risk Solutions
Becket House • Vestry Road
Otford • Sevenoaks • Kent TN14 5EL

Tel: 01732 744700 Fax: 01732 744729

KREMER

General Insurance
Assurance Générale

CPT Insurance & Risk Solutions is a trading style of Belmont International Limited. Belmont International Limited is a company registered in England & Wales under company registration number 1427492. The registered office is located at Becket House, Vestry Road, Oxford, Kent, TN14 5EL.

Member of the General Insurance Standards Council, which regulates the sales, advisory and service standards of our general insurance activities. Authorised and regulated by the Financial Services Authority.



Viva Arriva! - page 20.



Illuminating information - page 32.

24 STOP! SAFETY COMES AS STANDARD

Safety is key to any form of public transportation. Individual operators carry out numerous tests but VOSA statistics demonstrate that brakes are still a common reason for annual test failure. *Steve Banner* reports.

32 ILLUMINATING INFORMATION

Amongst the latest developments in destination equipment is Warrington's use of digital LED displays to help passengers with disabilities. *Steve Banner* reports.

38 WHO BUYS WHAT

The latest bus and coach deliveries.

40 WHO MAKES WHAT

Bus and Coach Professional's unique guide to chassis and bodies for the UK operator.

63 PEOPLE

Stephen Barber to leave WA after merger.

Every care is taken over the accuracy of material in *Bus and Coach Professional* but the publishers cannot be held responsible for any errors or omissions. Views and opinions of contributors to *Bus and Coach Professional* are not necessarily those of the publishers who cannot accept responsibility for such contributions.

Letters and articles may be submitted and should be sent to the editor at the address above.

© Plum Publishing Limited 2005

Comment



A common complaint about new housing developments is that their planners all too often take little account of the desirability of accommodating bus services. They assume that everybody who buys one of their wonderful new homes will own at least one car, and probably more.

Which makes a plan by Bovis Homes in the East Midlands interesting. Here, as part of a proposed new development, Bovis is actually talking up front about funding a bus service, and providing real-time information at stops. What's more, buyers of these homes would travel free.

It would be nice to think that the plans by Bovis herald a renaissance in the approach which developers take to building new housing estates, and that we'll see more developers who not only acknowledge the importance of buses, but work with transport operators to ensure that services are provided.

However reading between the lines I suspect the free bus service is perhaps only a pawn in a much bigger game over planning permission for a potentially contentious development.

But it's still good to see buses being valued.

Before the traffic commissioner has given his ruling on an inquiry into services operated by First in Bristol, the company's managing director has come out fighting.

Speaking after last week's inquiry, Alex Perry said: "We believe that we have demonstrated that the traffic commissioners compliance standards for the 'window of tolerance' set at 95 per cent is currently unachievable".

He is not the first person to say that, nor, I fear, will he be the last. But against the background of the work his company is doing to raise service standards in the city you can sense his frustration not only in what he says, but in the timing of it.

And it is frustrating when bus operators are expected to comply with rules which take no account of the reality of urban traffic congestion which can change from day to day.

Bus companies are in business to make money. They do this by providing reliable, dependable, services. When traffic congestion disrupts these services the companies are victims, not perpetrators.

Yes, the commissioners must take action against the small number of companies who don't attempt to run a service as registered. But they also need to recognise when disruption is caused by factors outside the operator's control.

Otherwise the law, to coin a phrase, is an ass.

steve.rooney@busandcoach.com

For peace of mind
make sure you're buying
genuine Knorr-Bremse parts

Simply call us now to find your nearest
approved Knorr-Bremse distributor

0117 984 6223



KNORR-BREMSE
Systems for Commercial Vehicles

www.knorr-bremse.co.uk

More than 1 billion people put their trust in the safety of Knorr-Bremse products, everyday!



B NEWS BRIEFS

Plans for a new 1,200-home housing estate at Edwalton include a proposal by lead developer **Bovis Homes** to provide £10million of funding for a bus service to Nottingham, which would be free to estate residents. The service would be supported by real-time information in all bus shelters on the route. The development is the subject of a public inquiry.

The **Enviro200** midibus unveiled by TransBus at Coach & Bus 2003 is due to enter trial service with London United this week, as part of a programme of demonstrations to various London operators. The integral Enviro200 has an exit door behind the rear wheels. And **Stagecoach** is testing its New Zealand-built Designline battery-electric bus in London, as part of a countrywide tour. It is running for a week in East London.

A new **London Coach Parking Map** is to be launched by CPT and TfL at next month's British Travel Trade Fair at the NEC in Birmingham.

Two operators this week took over town services in **Grantham** following the decision of MASS Transit to cease operations in the town. Leicester-based Centrebus has taken over most routes, operating from the former MASS depot. Two routes are being run by Pulfrey's Coaches, which is based in the town.

Market Prices

	Price	High	Low
Arriva	567	570	363
FirstGroup	360	379	253
Go-Ahead	1543	1608	1075
National Exp.	888	937	644
Stagecoach	116	123	73
Southern Vectis	42	44	36
Tellings	128	153	124

Closing prices on 14/2/05 plus 12 months high and low.

Metrobus buys Dartford operation

TELLINGS Golden Miller is selling its Dartford operations to Metrobus. The deal is to be concluded on 5 March.

When Tellings acquired the Dartford bus operations of Crystals in August 2003, it was with the intention of expanding operations in southeast London. The company says that the anticipated opportunities for expansion did not appear.

Four regular routes and a mobility bus service are involved,

with Metrobus taking on 16 vehicles and around 50 staff.



Tellings' Dartford services taken over by Metrobus.

Call for end to double-deck school runs

A CALL for the phasing out of double-deck buses on school runs has been made by the Welsh Assembly's education committee. It also recommends fitting CCTV cameras to try and control pupils' behaviour on buses.

The committee has been reviewing school transport provision in the light of the fatal accident in 2002. Pupil behaviour was seen as a possible contribution to the death of a 12-year-old boy when a Leyland Atlantean operated by EST of

Llandow left the road and hit a tree.

At the inquest it was said that one boy repeatedly leaned across the driver to interfere with buttons on the dashboard and that he also sounded the horn and issued tickets.

The Assembly's education committee agreed it would be unreasonable to expect the driver to control pupil behaviour, and is to tell local education authorities to make use more adult escorts on buses.

New Urban Challenge buses

FIVE NEW East Lancs-bodied Volvo B7TLs are a key part of a joint initiative between First and Plymouth city council, supported by Cornwall county council and Caradon district council.

The Department for Transport awarded Plymouth council's transport team £631,750 under the Urban Bus Challenge Fund, with First investing an additional £420,000. The £1million package has replaced a fleet of double-decker buses and mini buses, many of which were over

20 years old.

The new vehicles are route-branded for the Tamar Link, operating from South East Cornwall through to Plymouth, and are named after birds, following a competition run by First and the Plymouth Evening Herald.

Among the vehicles being ousted by the low-floor B7TLs are elderly Bristol VRT double-deckers which date back to the days of the National Bus Company.

www.firstgroup.com

Arriva confirms German takeover

ARRIVA has taken over German bus company Sippel. The deal is worth up to €25million (£17.5million) with €22million (£15.4million) being paid now and an additional maximum of €3million (£2.1million) being payable against performance targets up to 2008. Sippel employs around 740 people and operates some 220 vehicles.

The company operates throughout the Rhine-Main area, including in and around Frankfurt, Mainz and Wiesbaden.

Unaudited figures for 2003 show turnover for Sippel of €32.6million (£22.8million) and an operating profit of €2million (£1.4million).

Bob Davies, Arriva's chief executive, says: "The German public transport market is the largest in Europe, with the bus and rail sectors rapidly moving to a competitive tendering environment. This acquisition allows us to participate in future tenders for bus services in one of Germany's most important economic regions."

"Sippel has an excellent reputation for delivering high quality services to its customers and we look forward to working with the management and employees of this successful business to capitalise on further opportunities in this market."

Arriva entered the German transport market in April last year when it acquired the rail company Prignitzer Eisenbahn Gruppe, followed in October by a 76.9 per cent stake, now increased to 89.8 per cent, in Regentalbahn, which operates regional passenger rail services in Bavaria, Thuringia and Saxony as well as joint services with the Swiss and Czech state railways.

www.arriva.co.uk

Volvo sales rose sharply in 2004

VOLVO sales rose sharply in 2004 to a total of SEK 201billion (£15.2billion), an increase of 15 per cent over 2003, while operating income more than doubled to SEK 14.2 billion (£1.1billion). This is the group's highest-ever earnings, excluding gains from nonrecurring events.

The company's bus division turned a 2003 loss of SEK 361million (£27.3million) into

a 2004 profit of SEK 185million (£14million). Bus sales revenue rose by 6 per cent to SEK 12,722million (£962million). The number of vehicles delivered in 2004 was 8,232, up from 7,817 in 2003.

The year saw Volvo take total control of Prevost and NovaBus, as joint owner Henlys ran into difficulties.

www.volvo.com

Volvo bus deliveries by market

	2004	2003
Europe	3,417	3,087
Asia	2,341	2,227
Nth America	1,388	1,553
Sth America	624	369
Other markets	462	581
TOTAL	8,232	7,817

Source: AB Volvo

Edinburgh tram service approval

A PROPOSED tram service between central Edinburgh and the city's airport has received qualified approval from the Scottish parliament.

In their preliminary stage report, MSPs on the Edinburgh Tram (Line Two) Bill Committee have concluded that the Bill should proceed, but have identified areas where further work is required.

It concludes that the scheme appears to have the potential to "produce transport, socio-economic and environmental benefits to the local, regional and national economy" and recommends to the parliament that the general principles of the

Bill should be agreed.

The convener of the committee, Bill Aitken, says that the committee believes that trams can bring real and practical benefits to Edinburgh. But there are concerns about funding, and projected passenger numbers.

The Bill is being promoted by Edinburgh city council which hopes to have the airport line and Line 1, the North Edinburgh Loop, in operation in 2009. They will cost £473million.

i www.tramtime.com



Initial designs for the new tram service between Edinburgh and its city airport.

Administrator called in at NatEx Australian subsidiary

THE sole remaining National Express subsidiary in Australia, Westbus, has called in the administrators. It is thought to be the first time a major British plc in the transport sector has taken such a course of action. The move does not affect the associated UK coach business, Westbus UK of Hounslow, which is trading normally.

Last October National Express sold three of its Australian bus businesses for A\$70.5million (£27.5million). At that time the group said its remaining company was "participating in the Bus Industry Reform which is being carried out by the New South Wales Government" but

indicated that it was likely that it too would be sold.

However four months later Deloitte have been appointed voluntary administrators as the Australian holding company, Bosnjak, was "unable to renegotiate its loans from the group's major financier National Bus Company".

"The Board regrets the need for the appointment but wishes to assure passengers, employees and other interested parties, that all bus services including school services, will continue to operate uninterrupted," says Owen Eckford, managing director of Bosnjak Holdings.

i www.westbus.com.au

Minibuses on demand

A DEMAND-RESPONSIVE minibus service has been launched in the Tandridge area of Surrey, funded for three years with money from the government's Rural Bus Challenge.

The service is open to all, and bookings can be made by phone, text or e-mail.

It operates from 0900 to 2300 on weekdays, and between 0730 and 1600 on Sundays. From April early morning commuter runs to Gatwick Airport will be added.

Two vehicles are required for the operation, one of which is a low-floor Mercedes Sprinter, the other a Ford Transit with a lift.

i www.buses4U.org.uk

Light rail under government investigation

THE COMMONS transport select committee is to investigate whether investment in bus routes might provide better value for money than continuing to fund light rail schemes. The inquiry follows last year's National Audit Office report which found that although light rail had improved the quality and choice of public transport, it had not brought all the benefits expected. The report found that light rail systems were not fully integrated with other forms of public transport and had had a limited effect on congestion, pollution and road accidents.

Members of the committee will look at future prospects for light rail following reports of rising costs on several proposed systems,

including in Manchester and Hampshire. MPs will also consider barriers to the development of light rail and the effect of different funding arrangements on the overall cost of light rail systems. In addition the investigation will look at examples of bus-based alternatives similar to schemes in Crawley and in Leeds and Bradford.

Transport authorities in the UK have welcomed the investigation. Jonathan Bray of the Passenger Transport Executive Group says: "Light rail appears to have fallen out of favour with the more suggestible elements of the transport debate's chattering classes. UK light rail schemes have taken approximately 22

million car trips off the roads. They are popular with users and have made a significant contribution to urban renewal."

PTEG sees the select committee investigation as an ideal opportunity to promote the case for UK light rail and to highlight other issues raised in last year's NAO report which, Bray says, provided "a blueprint for how light rail could be procured better, faster and cheaper".

Interested parties are invited to submit evidence to the committee in writing before 25 February. Dates for formal hearings have yet to be announced. It's the second time in five years that the select committee has investigated light rail in the UK.

B NEWS BRIEFS

Arriva North West and Wales this week launched new buses and other improvements to the **Traws Cambria** service between Aberystwyth and Bangor. The buses are six VDL SB120s with Wrightbus Cadet bodies, and are part-funded by the Welsh Assembly.

Wrightbus has secured its first order from Reading Buses, for 12 Scania Solaris. Other new customers for 2005 include RoadCar in Lincolnshire, which has ordered six B7RLE Eclipse Urbans, and Konectbus in Norfolk, which is taking five Pulsar Gemini double-deckers on VDL DB250 chassis.

Go North East has doubled the frequency of a circular service in Gateshead from every 30 to every 15 minutes. The improved service has been funded under the government's Kickstart scheme, and developed in conjunction with Gateshead council and Nexus, the Tyne & Wear PTE.

New tolls planned for the **Mersey Tunnels** will mean a drop in the charges for coaches, from £2.40 to £1.30 for two-axle vehicles. The charge for three-axle coaches rises from £3.60 to £3.90.

UK diesel price update

pence per litre

Northern Ireland	86.4
Scotland	85.1
Scotland - remote areas	88.7
Wales	85.6
Northern England	84.7
Midlands and East Anglia	84.8
Southern England	84.4
UK garage average	84.8
Supermarket average	82.3

Retail price sample from garages
in main population centres.
Source: AA

NEWS BRIEFS

The Greater Manchester PTA is increasing the maximum concessionary bus fare from 40p to 50p, and rail and Metrolink fares from 45 to 60p.

Translink has dramatically reduced Saturday services in the city of Armagh. The town service has been withdrawn, and 11 loss-making rural services reduced. The company says that its Saturday services were losing £2,300, as most people travelling in the town did so by car.

Glasgow city council has complained to the Scottish traffic commissioner about buses, which are stopping illegally or sitting for too long at bus stops, causing traffic congestion. It says it will provide evidence naming the operators it considers to be at fault.

Cheshire county council has become the first authority to receive smartcard certification from ITSO. There are a large number of local authorities using smartcards for concessionary travel in the UK but Cheshire's scheme is so far the only multi-operator travelcard offering passengers the choice of stored value cards or period passes.

Transport consultancy **TPi** has won a contract to conduct one of the first environmental studies in the UK of a local authority's transport plan – now required by new European Union rules. It is to produce a Strategic Environmental Assessment for the London Borough of Brent.

Funding of almost £1.5million has been secured from the Welsh Assembly for a new bus station development in **Blackwood**, South Wales. Work will start later this year.

A text messaging timetable service has been launched by the **Greater Manchester PTE**. So far 2,000 of the region's 12,500 bus stops have identifying codes, which mobile phone users text to 84268 to get the scheduled times of the next three buses.

More funding for yellow school buses

THE GOVERNMENT has given further backing to the yellow school bus concept with an additional £7.3million worth of funding for the My Bus project set up by Metro, the West Yorkshire PTE. Metro says that the first phase of the project showed an average drop in car use of more than 60 per cent, with one school in Brighouse showing a drop of 91 per cent. A primary school in Bradford has reported a 30 per cent reduction in cars outside the school gate and of those pupils now using the



■ My Bus, Metro's school bus programme wins £7.3million funding.

yellow bus, more than 60 per cent previously travelled by car.

"By the end of February we will have introduced 11 brand new custom-built buses and they will be carrying total of

1,100 West Yorkshire pupils to and from school each day," says Metro chairman Stanley King. "And if you include the pupils using the pilot schemes already in place, the total is round 2,200."

Training course for deaf awareness



■ First Manchester drivers undergoing new deaf awareness training

TWELVE drivers at First Manchester are participating in a training course for deaf awareness at the company's new Life Long Learning Centre, located in its Manchester depot.

The course has been developed by Manchester Adult Education Service (MAES), part of Manchester city council. It was originally designed by experts at MAES for front-line staff working for the council.

"Signing for the deaf was one of the earliest skills that drivers identified to our LLLC representatives they wanted to learn once the centre was up and running," says Jim Donovan, First's regional training and development manager. "Not only does such training add to the drivers' life skills, but in their work it will also enable them to provide an additional level of customer service."

Focusing on safety

PRESSURE group **BUSK** – Belt Up School Kids – has announced that it plans to turn its attention to wider issues. Director Pat Harris says: "BUSK has been exceptionally successful in achieving what it set out to do, but this does not mean that we can now sit back and relax when it comes to the safety of children. It is our success that means we can now expand the work we do to include the travelling public in general.

"We believe that the public don't always appreciate the problems that transport operators and drivers come up against on a daily basis, and part of our expansion plan is to educate people about this aspect."



■ New logo and remit for BUSK

Inquiry into Livingstone's free travel plan

THE LONDON Transport Users' Committee has set up an inquiry into London Mayor Ken Livingstone's proposal to make all bus travel free for the under-16s. His plan is to scrap fares for under-16s from September.

Brian Cooke, LTUC chairman, says: "We have long thought that extending free travel on buses to children over 11 may be wrong. Our members feel that this will discourage children to walk, could cause over-crowding on buses, and could lead to more anti-social behaviour, which discourages other passengers from travelling."

LTUC has formed an investigation committee to look at all the issues concerning children on buses including road safety, effects on the school run, on health, on other modes of transport, and on local authorities, and will ask various groups and organisations to give evidence.

Cooke continues: "Bus fares have recently risen between 20 and 43 per cent, in order to raise £80million a year, and London's transport system is receiving significant, overdue investment, and being increasingly subsidised by London's council tax payers, so it does seem odd to spend £60million giving free travel to teenagers, who may not need it, and who can often walk."

"We urge the mayor to postpone the implementation of this plan until we have conducted our inquiry, which we aim to finish in six months."

Standards set too high, says First MD

THE TRAFFIC commissioners' "window of tolerance" is "unachievable" according to First Bristol managing director Alex Perry.

Speaking after a public inquiry last week into the company's services in the city Perry said: "We believe that we have demonstrated that the traffic commissioners compliance standards for the 'window of tolerance' set at 95 per cent is currently unachievable, although that does not affect our determination to improve, Bristol's traffic problems make it extremely difficult."

Studies carried out on behalf of First in Bristol point to a figure of between 80 and 85 per cent being realistic in current traffic conditions.

Perry continued: "The findings of the Department for Transport pilot survey for the Bus Partnership Forum showed an even worse national average, with only 66 per cent compliance across the UK with the traffic commissioner's 'window of

tolerance' standards."

First Bristol is not prepared to reveal its compliance level but says that over 90 per cent of journeys start on time, but are then delayed on route, making the issue one of punctuality rather than reliability.

Perry says that the company has worked hard to improve services and that less than 0.5 per cent of the buses which were running late or failed to operate during the commissioner's monitoring exercise did so because of staff shortages. A lack of staff was highlighted as a major issue in previous public inquiries.

The company is, from April, funding a police community support officer to enforce bus lane restrictions. It has also increased the number of people using pre-paid tickets, which it says reduces boarding times and improves service reliability.

The traffic commissioner's decision has yet to be announced.

www.firstgroup.com

Swansea park-and-ride increase

SWANSEA council has reported dramatic growth in the use of the city's park-and-ride services over the Christmas period. At the established Landore site, to the north of the city centre, the number of users rose from 12,300 in December 2003 to 16,000 in December 2004. At the newer Fabian Way location, to the east of the centre, use of the service almost doubled from 5,900 to 10,800.

The park-and-ride charge is £1.50 for all-day parking, with free travel to and from the city

for up to four people.

Deborah Stux, park-and-ride manager for Swansea council, says: "December is always a busy month but these figures clearly show that park-and-ride is becoming more popular every year."

"We've made a lot of improvements since the introduction of the service in order to make it as easy as possible for people to use, and it's still the cheapest and safest way to park your car."

www.swansea.gov.uk

Driver loses appeal for racial discrimination

A BUS driver who was sacked by West Yorkshire Transport Services after being elected to Bradford city council as a British National Party member has lost a claim for racial discrimination. WYTS provides transport services for disabled people in the city. The driver, Arthur Redfearn, contested his dismissal under the Race Relations Act as he had not been employed by WYTS long enough to sue for unfair dismissal.

WYTS, a subsidiary of Serco, had dismissed Redfern on health and safety grounds, saying it

was concerned that people who opposed the BNP could attack its vehicles.

Serco welcomed the decision by the Leeds Employment Tribunal to uphold its decision to dismiss Redfearn, after his association with the BNP became known. John Whitefoot, Serco Group's head of employment relations, says: "It was important for Serco to bring this action because we reasonably believed that the presence of an active member of the BNP in a sensitive post posed an unacceptable risk to health and safety."

Objections to new First headquarters

FIRSTGROUP's plans to build a new £10million worldwide headquarters and a new bus depot in Aberdeen have attracted strong local opposition, with the city council having received 3,800 letters of objection and a 6,000-name petition.

In a report to city councillors, planning standards manager Chris Jackson comments: "An exceptionally large number of representations have been received, indicating a very strong degree of local interest in the proposal."

George Mair, managing director of First Aberdeen, says: "I think at this stage we always knew wherever we sought to move our operation, it was going to raise concerns."

"The important thing is to follow the planning process through, allow people to have their say, and allow us to answer questions on issues the authority is still looking for information on."

FirstGroup hopes to have the new site operational by December 2006.

School bus defect purge

FIVE OUT of 11 school buses checked by Avon and Somerset police in December were found to have defects. None received an immediate prohibition, but four operators were issued with delayed prohibitions by VOSA inspectors. Police mounted the operation because they had received a number of complaints from parents, pupils and head teachers about some of the services.

Several vehicles were overloaded, with one bus designed to take 79 passengers reportedly carrying 105.

Inspector Mike Tew of the Road Policing Unit says: "Bus and coach operators have a legal obligation to ensure the safety of all passengers and it is clear that not all of them are taking these responsibilities seriously."

"Parents place their trust in coach drivers and the companies that operate them, and have a right to expect that the highest safety standards are being applied at all times when their children are travelling to and from school."

www.avonandsomerset.police.uk

B NEWS BRIEFS

Drivers at Go-Ahead's depots in Sunderland and Washington have rejected a pay offer. Discussions are continuing between the company and the TGWU.

The driver of the **RoadCar** Volvo B7TL which killed five pedestrians at Ingoldmells in April last year has been charged with causing death by dangerous driving.

Funding totalling £12million has been awarded to Scotland's four **Regional Transport Partnerships** to help improve public transport. Scottish transport minister Nicol Stephen says the additional funding will make public transport more attractive with better information, new buses, improved bus shelters and bus priority schemes. By 2007, the Scottish executive will be spending £1.4billion per year on a more efficient transport network, of which 70 per cent will be targeted at public transport.

Huntingdon bus station is to be modernised. Huntingdonshire district council had been considering building a new bus station at a different location in the town, but has concluded that redevelopment of the existing site is a better option.

European diesel price update

pence per litre equivalent

Austria	60.25
Belgium	63.85
Czech Rep	57.93
Denmark	73.54
Estonia	51.30
Finland	65.27
France	65.98
Germany	67.42
Greece	53.79
Netherlands	65.27
Hungary	71.24
Ireland	70.29
Italy	71.72
Luxembourg	51.64
Norway	78.67
Poland	65.83
Portugal	63.11
Spain	58.09
Sweden	73.11
Switzerland	70.26

Source: AA

Travelling in real-time

Real-time information has become an important tool in increasing the positive perception of passenger transport. A new DfT report identifies the extent of RTI systems across England and Wales. **Stewart Brown** reports.

That anxious wait at a bus stop, checking and rechecking your watch and in between times staring down the road, willing the bus to appear is, slowly, becoming a thing of the past.

Real-time information – RTI – is changing not just perceptions of public transport, but that feeling of uncertainty which slowly washes over you as you wait at a stop and the expected bus fails to appear when it should.

It's been a long time coming. London started experiments with its RTI system, Countdown, as long ago as 1992.

But it's gathering pace, as a survey published this month on behalf of the DfT and the Welsh Assembly shows.

This says that in England and Wales at the end of 2004 on-bus

RTI units were fitted to 13,690 buses, representing 41 per cent of the English and Welsh bus fleet. Twelve months earlier the figure was 11,292 buses, or 35 per cent of the fleet. As a result just over half of all bus trips made in England and Wales are on RTI-equipped buses.

But there's a catch: the London effect.

Just over half – 55 per cent – of RTI-fitted buses are operating in London. And 73 per cent of the journeys made on RTI-equipped buses were in the capital.

But London's dominance of the RTI revolution is declining, as more authorities elsewhere invest in RTI.

The number of RTI signs at bus stops has remained constant in London, at 2,000, while elsewhere there has been an

increase. Comparing 2004 with 2003, the number of RTI-signed stops in the shire counties rose by almost 25 per cent to 2,549, and in the PTE areas there was an almost 90 per cent increase, albeit from a lower base, to 681 signs.

So the actual number of stops with RTI displays is low – 10 per cent of those in London, 1.5 per cent of those in shire counties, and just one per cent in PTE areas.

Overall the number of bus stop signs is expected to rise from 5,320 now to over 7,000 by the end of this year, and to over 8,000 by the end of 2006. All of this growth will take place outside London.

The proportion of the bus fleet fitted with RTI equipment will rise too, from the current 41 per

cent to 51 per cent by the end of this year, and to 56 per cent by the end of 2006. Most of this growth will be outside London. But clearly RTI will still only be available at a small percentage of stops.

Incidentally, only a minority of vehicles – 10 per cent – which are fitted with RTI tracking equipment use it to provide on-board information for passengers. While RTI was originally about information at bus stops, the rapid progress being made in the technology has seen information being made available at other locations and by other means.

One of the most potentially useful is a display at locations such as shopping centres. Why should bus passengers go to a stop to find out when the next bus is due, if the information can

The new Solo - now shorter,



With an entrance step lower than any other bus on the road, the Solo is designed for accessibility and real passenger appeal. But where operators were once limited in their choice of low floor vehicles, the Solo now comes in a range of lengths between 7.8 and 10.2 metres, seating between 24 and 37 passengers. Plus there's now the new SlimLine Solo – a 'narrow body' version that offers passengers and operators all the advantages of the full size Solo, but saves 130mm in the overall width.

■ Text messages to mobile phones offer the kind of instantaneous response which can be valuable while waiting at a stop.



be supplied at some other, more useful, point? The survey says that 48 such locations had RTI displays at the end of 2004. This figure is forecast to rise to 160 during 2005.

Two other key areas for the dissemination of real-time information are the internet and mobile phones.

Text messages to mobile phones offer the kind of instantaneous response which can be valuable while waiting at a stop, although the cost of using this type of service offers an interesting area for study: a figure which represents quite a high proportion of the fare paid to travel on the bus can be spent finding out when the bus is coming.

RTI is not only about visible messages. A small number of authorities are providing audio announcements at bus stops. In 2004 there were 934 so-called talking bus stops, all but three of them in shire counties. This figure will more than double during 2005 to an anticipated 2,055, boosted by the introduction of some 550 audio stops by the South and West Yorkshire PTEs.

□ The report can be viewed on the DfT website or at <http://home.btconnect.com/centaurconsult/rting/annualsurvey04.pdf>



■ Real-time information increases users' confidence in bus travel.



longer and narrower



The SlimLine Solo is already proving popular in areas where larger buses have difficulties servicing routes with access problems. The new longer variant, with its higher payload, is also winning acclaim on higher density operations.

So, however long or wide you need your Solo to be, you know that it'll measure up perfectly.

OPTARE



NETHERLANDS

CONNEXXION has ordered 83 Volvo 8700 intercity buses. Fifty will be 12.8m two-axle 8700 RLE models for service in Leiden. The remaining 33 will be three-axle 14.5 8700 BLEs, most of them for operation in Zwolle. The 8700 model is built in Poland.

SOUTH AFRICA

VOLKSWAGEN South Africa is to expand its bus business in the country, selling Brazilian-built buses from August this year.



AUSTRALIA

WESTBUS of Sydney has gone into voluntary administration. It reportedly has debts of nearly \$100million (£40million). The company operates 520 buses and has 800 employees. Services are continuing to operate as the administrators seek a buyer for the business.

QUEENSLAND will become the first Australian state to make seatbelts compulsory on school buses travelling in mountainous regions. The state government will spend \$12million (£5million) on the programme, which will be completed by 2009.



USA

THE Massachusetts Bay Transportation Authority (MBTA) has unveiled the first of 32 Neoplan dual-mode articulated rapid transit buses. The 60ft-long low-floor vehicles are designed to run as conventional trolleybuses, but are also fitted with 500bhp Detroit Diesel engines. They will operate in diesel mode above

ground and as trolleybuses in a new underground tunnel at Boston waterfront. The electric traction motors provide power for four wheels. Other recent Neoplan deliveries to MBTA are 44 CNG-powered artics, 28 trolleybuses, and 175 conventional 40ft diesels.

TO address a \$57million (£30million) deficit, the San Francisco Municipal Transportation Agency (SFMTA) is proposing to increase bus fares by 25c (13p). The current fares is \$1.25 (67p). The proposal would also increase by 50c (27p) an hour the cost of parking at a meter or in a city-owned car park.

CUBIC Transportation Systems has secured a \$2.8million (£1.5million) contract from the City of Los Angeles Department of Transportation to provide the agency with bus ticketing equipment. The new equipment will be compatible with the smart card system which Cubic is supplying to Metro, the Los Angeles County Metropolitan Transit Authority.

LAIDLAW International has reduced Greyhound's fleet by 150 vehicles, and employee numbers by one-third. Laidlaw says that Greyhound now has 3,600 buses, 14,000 employees, 1,900 agencies and 19,000 daily departures.

The company also says its plans to introduce an enhanced network that will focus on safety and speed, fewer stops, and attention to short- to medium-haul passengers.

OPTIMA Bus is working on a hybrid-electric bus which the company forecasts will save up to 50 percent in fuel costs. It will be based on the Wrightbus-developed Opus, with a prototype due to be completed in May. Optima says that it expects the hybrid to account for 40 percent of sales by 2009.

CHILE

THREE operators in Santiago, the Chilean capital, have placed a joint order for 1,667 buses from Volvo. It is the single largest-ever order for Volvo buses, and is for 1,157 articulated B9SALF, and 510 B7RLE. The B9SALF chassis will be manufactured in Brazil; the B7RLEs in Sweden.

Bodywork will be built in Brazil by Marcopolo, Ciao Induscar and



■ Steel framework of Solaris coaches in production at Polish plant.

Busscar. Deliveries start in June this year, and all 1,667 buses will be delivered by February next year.

The new fleet is being used to modernise Santiago's public transport with a five-corridor Bus Rapid Transit system.

Volvo argues that there is a vast need for new, effective public transportation systems in many of the world's major cities and says that a BRT system offers many advantages, not least of which are financial.

"The costs for a new infrastructure are relatively very low and the operating costs for bus traffic can be fully covered without subsidies," says Henrik Munck, product manager for Volvo Buses' transportation system solutions. "At Volvo Buses, we are convinced the BRT system will become the predominant solution for effective transportation solutions in major cities in many parts of the world."

JAPAN

TOYOTA has unveiled a fuel-cell bus which between March and September will operate a shuttle service at the 2005 Aichi World Exposition in Japan. Eight of the hydrogen-fuelled 65-passenger buses will operate a 4.4-kilometre link between two sites at the event. A hydrogen refuelling station will be located on-site.

TURKEY

MERCEDES-BENZ is to supply 450 Citaros to IETT, the Istanbul urban transport operator. There will be 350 standard 12m models and 100 articulateds. They will be the first low-floor buses in Turkey. IETT operates 2,500 buses and since 1997 has standardised on Mercedes products.

The Citaros will be delivered this year.



POLAND

SOLARIS Bus & Coach is one of the first companies in Europe to achieve compliance with the revised environmental standard ISO 14001:2004. Environmental measures taken by Solaris include sorting waste for recycling throughout the plant, both in production and office departments, using water-based rust-proofing paints, and reducing the consumption of energy and natural raw materials in bus production.

THAILAND

BANGKOK'S first Bus Rapid Transit services will be in operation by the end of this year. There will be two routes, one 19km long, the other 16km. The BRT system is costing 50million baht (£700,000) per kilometre, compared with 800million baht (£11million) per kilometre for an elevated railway. The new BRT system also offers a quicker resolution to the city's traffic congestion.

CZECH REPUBLIC

Czech bus maker Karosa sold more than 1,700 buses last year, up 12 per cent on 2003 and a record for the company, which is part of Irisbus. The growth was largely thanks to ongoing sales in western European markets which accounted for 66 per cent of Karosa's sales. Key markets included France, Italy, Iceland, Finland and the Benelux countries.



Exceeding expectations

With its breathtaking design and state-of-the-art engineering, the Setra TopClass is not only the most advanced coach ever built, it is also the leading luxury coach on Europe's roads today. Comfort to delight the most discerning passengers. Cost-effectiveness to impress the most discriminating operators. And cutting-edge technology to satisfy even the most demanding drivers. With Setra, you can always expect more.

With the TopClass S 415 HD, Setra has redefined perfection. And customised it to the needs of the UK market.



Attention all passengers!

A LOT of pre-recorded announcements are irritating for a variety of reasons. Voice synthesisers never sound like real people, and then there are those digitised recordings made up by patching a real voice together – most noticeable in timetable announcements where you get a noticeable break between parts of the message: “The next departure. Will be. At Twelve. Forty. Five.”

You know the kind of thing.

So let's salute National Express. When it decided to record new safety messages to be played at its eight coach stations – it didn't turn to a professional agency. Instead it listened to its own staff, running a competition to discover the voice of National Express.

The company says the response was phenomenal and its communications department was flooded with all types of CDs, tapes and voice messages left on an answering machine.

All the entries were judged for clarity, and eventually reduced to three vocal finalists. These

were the appropriately named Melody Ebbage from Stansted, along with Chris Rolinson and Andy Denton from Birmingham, who were all invited to attend a session at a recording studio in Worcestershire, DRP.

DRP managing director Dale Parmenter chose the winner, Chris Rolinson. “Chris's voice was extremely clear, all his words were extremely well spoken – well done,” he says.

So next time you're in a National Express coach station listen out for the safety message – brought to you by a real human being.

Latest design teaser

ALEXANDER DENNIS last month released a picture of the back end of their new Enviro400, and this month they give us a glimpse of a sketch of the front end. Here it is, carefully obscured by sales director David Quainton, posing for a photograph of members of what the company calls the Bus Design Group, which it describes as “an informal gathering of leading operators”.

The sketch shows the front upper deck window curving into the roof, which I suspect may be a flight of artistic fancy, but I'm prepared to be proved wrong. It also shows an attractive deep windscreens with a curved lower edge, and a curvaceous lower front panel.

If the finished product looks like this it might just be the vehicle to give the Wrightbus Eclipse Gemini a run for its money.



Left – Right: “Melody Ebbage, Chris Rolinson and Andy Denton voice their delight during ‘The Voice’ finals.”

Those were the days . . .



THEY don't build buses in Wigan any more, now that production of the President double-decker has come to an end. The company formerly known as Northern Counties had a rough ride at times over the last 20 years, and in the late 1980s it formed an alliance with Renault, with the aim of tackling the single-deck market with this model, the Renault PR100.

Renault would supply underframes, and Northern Counties would build the Renault-style body. It was an attractive enough bus, but the PR100 was being replaced in France, so it wasn't exactly cutting-edge technology – and why buy a Renault when you could buy a

Lynx from Leyland, a familiar company with a secure future...

Anyway, only five were built for Britain. One was a seed vehicle for London, three were for an airport, and the fifth was this demonstrator, seen running for Southampton CityBus which went on to buy Dennis Darts rather than Renaults, as the market moved away from big buses to midis.

Renault did moderately well in the minibus market, with its S46, S56 and S75 models but these were a breed whose popularity was short-lived.

Both the London Renault PR100 and this demonstrator ultimately ended up with Lincolnshire operator Hornsby.





The dawn of a new age

Europe's most successful CV friction brand, arriving soon in the UK

THE UK TEXTAR ORIGINAL EQUIPMENT FRICTION RANGE:

12	Vehicle Manufacturers
36	Part No's in CV Brake Lining Range
31	Part No's in CV Brake Pad Range
16	OE Friction Material Formulations

TEXTAR®

TMD FRICTION UK Ltd.
P.O. Box 18, Hunsworth Lane, Cleckheaton, West Yorkshire, BD19 3UJ
UK Sales Tel: 0870 600 1141

Textar is a trademark of TMD Friction

For more details please visit us at **Hall 8 Stand 418 (8-418)** - CV Show, NEC, Birmingham. 5th, 6th & 7th April '05

Brake testers for roadside checks

MAHA UK has won the contract to supply commercial vehicle brake testers for VOSA to carry out roadside brake tests. MAHA's IW 7 Eurosystem brake testers will be used by VOSA at various roadside check sites across the UK.

The MAHA IW 7 Eurosystem brake tester, which runs on Windows XP, is currently used in VOSA test centres.

Maha will be exhibiting its new Automatic Eurosystem Test Lane at this year's combined Commercial Vehicle Show and Automotive Trade Show at the NEC from 5-7 April. The Test Lane, complete with new headlamp aligner and scissor lift fitted with Play Detectors, is fully computerised.

"The IW7 Eurosystem truck brake tester will be displayed at the show with different specifications to suit all workshops," says MAHA managing director Gus Gregory.

i www.cvshow.com www.maha.co.uk



■ Autosound's latest 'In Coach Entertainment'

New DVD system from Autosound

BRADFORD-BASED Autosound is offering a new six-disc DVD/CD changer for coach applications. The new system is capable of playing up to six DVDs or CDs to enhance the entertainment choice for coach passengers.

Autosound says that the DVD changer is an ideal replacement for ageing video players providing much more flexibility

for passengers.

The average CD can hold up to 80 minutes of music, however, due to this changer's MP3 capabilities, travellers can enjoy hundreds of tracks together with movies.

Priced at £285, the new DVD also provides Dolby digital surround sound.

i Autosound 01274 688990

Safer transport with CCTV

PLYMOUTH Citybus is using a new CCTV system to reduce the incidence of anti-social behaviour on school buses.

Eight double-deck school buses have been equipped with Look CCTV X.200 digital cameras.

"So far the results have been impressive, says Plymouth Citybus operations director Phil Smith. "CCTV has allowed us to gather evidence of poor behaviour, which we've then shown to schools for them to take appropriate action."

"As a result, there has been a vast improvement in anti-social behaviour creating a more relaxed and feel-safe journey for school children."

Funding for the new system came from Plymouth City Council and the local education authority.

In addition to its school services, Plymouth Citybus has equipped a further eight new buses with Look CCTV systems for use on its core commercial network.

"CCTV has been warmly received

by staff and passengers alike both feel more secure and safer. A similar matched funding approach is being taken by Devon & Cornwall police under its Police Community Initiative with regard," adds Smith. "If the police initiative goes ahead we'll be able to add a further four buses equipped with CCTV."

i Look CCTV 01253 891222

Optimas for First

ALMEX has won a contract to provide Optima systems on First buses in Devon and Cornwall.

Funding for the contract has been provided from central government, Devon and Cornwall county councils, Plymouth city council and Torbay council, as well as First itself.

A wireless system will update drivers on route with important issues; i.e driving conditions. Passengers will also benefit from well presented information.

New website launched for seating manufacturer

RESCROFT has launched a new, improved website to provide an easy access to every product in its range of vehicle seating.

Special features include a detailed insight to the company, latest news section and links to printable pages for each product.

Information on Rescroft's exhibitions for 2005 also features.

i www.rescroft.com



■ Screen shots of Rescroft's latest website.

Bordeaux smart card system

ERG Transit Systems is supplying a 2.4 million smart card fare collection system to Bordeaux. The new system will be installed on 350 buses serving the interurban area and should be complete by mid 2006.

The system will allow the use of paper tickets, magnetic stripe tickets and smart cards to ensure maximum compatibility and increased passenger convenience.

"Our systems are already providing easier journeys for commuters in the city of Bordeaux, where ERG recently completed the transport smart card system", said David Stone, ERG global head of business development. "We now look forward to supplying the citizens of Gironde with our state-of-the-art technology."

"Gironde joins a growing list of cities around the world that have selected ERG smart card technology and this further strengthens ERG's presence in France and the rest of Europe," adds Stone.

This is the fourth French contract won by ERG for smart card fare collection equipment within the past twelve months. In addition to the Conseil General De La Gironde, recent tenders awarded include Department of Bas-Rhin Strasbourg, Clermont-Ferrand and La Roche/Yon.

i www.erggroup.com

New portable power pack

DMS Technologies has introduced new Red Flash portable power packs for heavy vehicles.

The Red Flash "High Rate" engine-start range has been specifically designed for the commercial applications including bus and coach, marine, rail, and the emergency services.

The power packs are housed in a robust polyethylene case, designed to protect the internal batteries and electronics from damage and are resistant to oils and contamination often found in workshops.

"We use fully insulated cable clamps, welding grade cable and the highest quality batteries for these units," says Paul Edwards, DMS sales director. "In the harshest conditions, they will start the most stubborn engines without delay."

The units offer high rate cranking current of up to 1,100 amps, and 2,400 amps peak

current from the larger models. Safety features include surge and spike protection circuits, on/off isolator switch, reverse polarity warning buzzer and heavy duty, fully insulated clamps. An LED indicator for charging and battery state of charge is also fitted and an optional trolley is available for the larger models.

i www.dmstech.co.uk



■ DMS Technologies new range of Red Flash portable power packs.

have you GOT THE DRIVE?

MSc in Passenger Transport Management

by Distance Learning



MODULES:

- Transport and Logistics Organisations
- Passenger Transport Management
- Strategic Management
- Transport Policy

YOU WILL NEED:

CMILT, Honours degree or equivalent relevant professional qualification **or**

Minimum 2 years managerial experience in a relevant sector. Special route for experienced professionals without degrees

Enrol now for April

Further information contact: Jacqui Bruce

Tel: + 44 (0)1536 740124

Email: jacqui6@ciltuk.org.uk

Web site: www.ciltuk.org.uk

The Chartered Institute of
Logistics and Transport (UK)



VERSATILE & SECURE VEHICLE STORAGE & MAINTENANCE

Q Type S Type A Type X Type T Type Roof System

QUALITY STEEL BUILDINGS SUPPLIED IN THE UK FOR OVER 25 YEARS



- ◆ 30 Year Guarantee
- ◆ Widths 3-40m & any length
- ◆ Permanent or Temporary
- ◆ 100% Clearspan - no internal Posts/Trusses
- ◆ Conform to BS5950/6399
- ◆ Maintenance Free / Highly Secure
- ◆ Drawings supplied & full planning service
- ◆ Easily Insulated

Tel: 01507 358974
Fax: 01507 359174
www.miraclespan.co.uk

SCANDUSUK



YOUR ONLY ROUTE TO SEATING EXCELLENCE

Providing the following seating solutions:

- 5 families of Saloon Seating
- Guaranteed DDA compliant disability range including the brand new Glidemaster™, the original Flipmaster™ and the unique Lockmaster™ seating mechanisms
- 3 point seat belt fully tested Schoolflex™ seat
- Retrim/Refurbishment facility
- Unique 5 year warranty
- Fully backed field based after sales team
- Design and development team to provide solutions to match your needs.



Interested in a FREE demonstration or quotation call Paul on 01384 443409 or 07812 064150
or visit our web site at www.scandusuk.co.uk

Stopping

CCTV IN OPERATION

It has been the mainstay of public transport advertising for years. Bus advertising provides an effective, low-cost alternative to TV, radio and billboard advertising. But now screens are being installed on buses and trains, creating another highly effective medium for getting the message to the masses. **Peter Plisner** reports.

You know how it is, you're on the bus and you spot a headline in the newspaper being read by the person in front of you. If you want to know more it's a case of looking over their shoulder. But for some bus travellers in the busiest areas, there's now an alternative in the form of on-board TV showing a variety of programmes including the news. TV screens have been appearing on hundreds of buses in London and Birmingham. Trials have been on-going in both locations and by all accounts passengers like the idea. Of course they're not just there to entertain. The appearance of the TVs heralds the dawn of a new era in public transport advertising. Gone are the days when adverts were just static, now they move.

On-board TV was tested by a small number of bus operators in the late 1990s, but never really took off. However more recently it started again in

central London, as a trial on 28 vehicles on one route. Now there are almost 400 buses equipped with 20-inch flat screens on the upper and lower decks. The original pilots were sanctioned by Transport for London in 2001 on route 15, which is operated by Stagecoach.

Research conducted during the trial showed high levels of satisfaction, with nearly three quarters of passengers saying they liked the idea. One of the big conclusions was that the TV screens had the potential to improve customer satisfaction with the service offered. Passengers also said they like seeing news and information items. While adverts were not something that they strongly liked to see, passengers interviewed said that they were not averse to seeing them.

The systems in both London and Birmingham are provided by Crystal Eyes, a media company

based in Surrey. Strategic director Russell MacDonald says: "People did actually enjoy having something to see other than looking out of the same window at the same scenery that they have looked at for the last 30 years. Passenger preferences show that they like news and sport."

The system is operated by a hi-tech media computer, which drives the screens when the bus is out on the route. Once back at the depot the vehicle's on-board computer receives updates from a special server, which connects via wireless network to the bus. The server gets its information via an ADSL link to a remote mainframe computer. Unlike conventional advertising, the beauty of the system, if working properly, requires no human intervention to change the adverts and certainly doesn't require the vehicle to remain off the road for long periods during the day. Indeed the more times the bus returns to the depot, the more the adverts and other material can be changed and updated.

However, despite the hi-tech nature of the medium advertisers haven't been in a mad rush to get their products on screen, particularly in Birmingham. Initially, screens concentrate on news and documentaries and it's

TV on the buses



clear that the system is still evolving slowly.

MacDonald puts it down to the need to reach a critical mass: "We spent the second half of last year fitting the system and now the selling is only just starting."

In London there's already a considerable amount of advertising. In general the shows carry up to 15 adverts in each 15 minute slot. This represents a maximum of around seven minutes of advertising. MacDonald says: "On average, between eight and ten spots are taken up at any given time. We then fill up the remaining space with other material."

The number of buses equipped with screens is rising fast in both locations. In London Crystal Eyes reckons it now has about 300,000 viewers per day, around the same number of people that read the Evening Standard newspaper. MacDonald notes:



In London and Birmingham there's anecdotal evidence that the system is helping to curb rowdy behaviour on the buses, particularly amongst youngsters.





Unlike conventional advertising, the system requires no human intervention to change the adverts and certainly doesn't require the vehicle to remain off the road for long periods during the day.



"Media buyers are now getting much more excited by it." Recent clients include Vodafone and Microsoft.

While entertainment and advertising are the main reasons for installing the screen, there are other spin offs that make the system attractive to both bus users and operators. The Crystal Eyes system also integrates with the vehicle's CCTV cameras. Prior to installing TV on the buses, CCTV images were just recorded by an on-board video machine and used if a crime was committed. Now the images from a variety of cameras are shown at regular intervals on the screens.

In London and Birmingham there's anecdotal evidence that the system is helping to curb rowdy behaviour on the buses, particularly amongst youngsters. The research from London also showed that passengers thought the introduction of CCTV on buses was necessary and would help to improve safety. Many said it made them feel safer when travelling both during the day and at night.

Buses aren't the only public transport mode that's getting the TV treatment. Train passengers in the south-east and the Midlands are getting a daily diet of news

and documentaries via what's been called '360-On-Board'.

In the Midlands a recent survey showed that 80 per cent of passengers like the idea. Dave Watkin, sales and marketing director for Central Trains, say: "360-On-Board has come a long way since we introduced it back in the summer of last year. The majority of the teething problems have now been overcome and we are really pleased with the feedback that we have received from our customers." Central Trains has even introduced 'Quiet Zones' for passengers who don't want to watch, and later this month plans to introduce real-time train information, which it hopes will enhance the passenger journey.

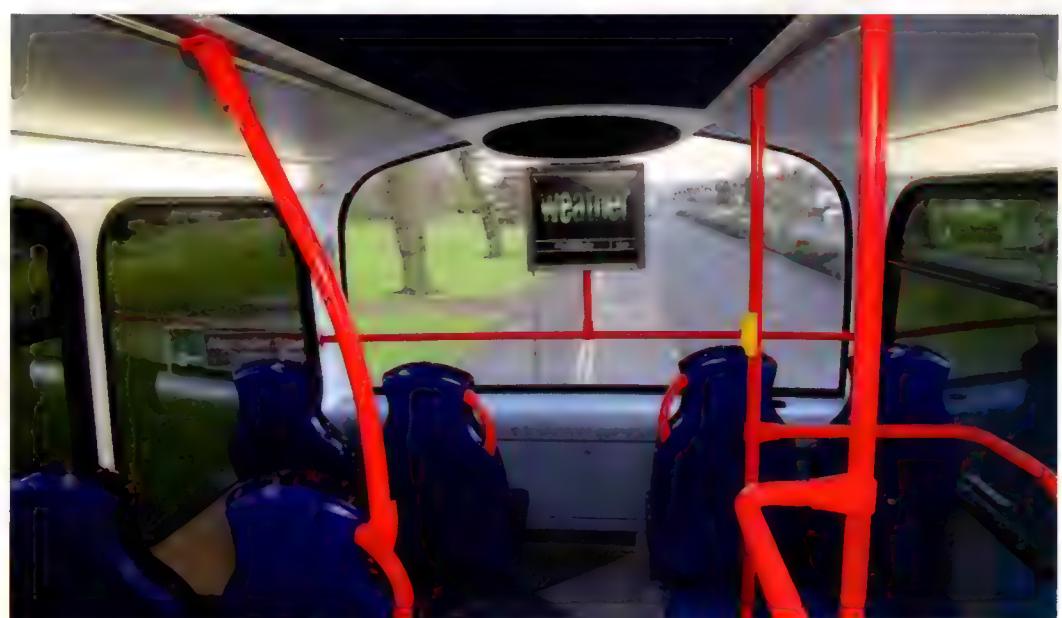
Although the take up of advertising space has been slow there seems little doubt that in the long-term advertisers will warm to the idea. The problem at the moment is that there simply aren't enough screens out there. That's expected to change in the future, particularly if the feedback from passengers continues to be so positive.



Peter Plisner is the BBC's Midlands Transport Correspondent.



TV screens have been appearing on hundreds of buses in London and Birmingham. Trials have been on going in both locations and by all accounts passengers like the idea.



■ Steve Clayton and St Helens general manager, Matt Davis share a joke."



Viva Arriva!

Arriva is one of the largest transport service organisations and is currently undergoing new developments at depots in the North West and Wales. **Gavin Booth** hitches a ride with Steve Clayton, Arriva's UK Bus managing director, to report on the fleet's vision of the future.

"If all employees can enjoy good conditions it has an impact on the service we offer our customers. It demonstrates the value we place on everybody.
Steve Clayton,
Arriva UK

"

Steve Clayton is a self-confessed early bird. Which is just as well. He left his Hertfordshire home in the early hours of a cold February morning to drive to Watford Junction where he caught the 06:17 train to Liverpool. He has planned a day looking at Arriva's North West & Wales company; a bit of a luxury these days as his job as Arriva's UK Bus managing director doesn't allow him as much time as he would like at the coalface. Having recently succeeded Steve Telling as CPT president, there are now further demands on his time.

We meet, as arranged, at Liverpool's Bootle depot at 09:20, where he's seen chatting with North West & Wales MD, Bob Hind, and Bootle general manager, Len Gibbs. Hind will accompany Clayton for the rest of the day.

Bootle depot has benefited from a major refurbishment that was completed less than a year ago. Len Gibbs is proud of the greatly improved facilities for driving and engineering staff and talks of improved staff morale.

Clayton tells how Arriva is investing heavily in such facilities. "It demonstrates the value we place on everybody," he says. "If all employees can enjoy good conditions it has an impact on the service we offer our customers." It's a theme he will return to during the day.

He is very conscious that his arrival at a depot can interfere

with the normal flow of activities. "When I'm in the traffic hall, the drivers are more important than I am. I like to visit depots, whether it's somewhere we've spent money or somewhere we're planning to spend money, just to see for myself. I always visit before we decide to carry out any major alterations; I'm trying to make working for Arriva a pleasant and satisfying experience." To emphasise the point, Len Gibbs tells me that staff turnover has reduced at Bootle since the improvements.

Arriva has a continuous programme of customer satisfaction surveys that measure satisfaction down to depot level. "As a city, Liverpool is much maligned," says Clayton. "Yet our employees here are the most highly-valued in the country. These surveys help us to identify customer priorities and we recognise that one size fits all doesn't work." Bob Hind adds that punctuality is often the highest priority for customers, but not at Bootle. "Smoothness of ride was a priority, and we realised that there was a problem with potholes and speed humps. Internal cleanliness was another priority, and although all Arriva buses are cleaned daily, there's a problem after four in the afternoon with an accumulation of litter, so we're providing cleaners at some terminals."

Arriva North West & Wales has 19 depots, spread from

Aberystwyth to Manchester and they compete with each other in a quality standards league based on such factors as punctuality, reliability and MOT pass rate. There's a monthly prize and an annual prize of £20,000 for the top depot. "You might think these factors would be easier to control at one of our smaller depots," says Hind, "but on one occasion our biggest, St Helens, won it. Employees there are using the money to buy gym equipment for their social club."

"We're justly proud of our employees," Clayton adds. "They often work under difficult conditions, facing challenges that are not of our, or their, making. We realised a while ago that we had to maximise our resources by tackling matters like non-attendance. Improving their working experience is part of this."

At 10:05 we walk down to the depot yard to inspect a new hybrid Optare Solo bus; one of six for a Merseytravel contract, recently won by the depot. The buses are funded by Merseytravel under the CATCH (Clean Accessible Transport for Community Health) project in Liverpool and a brief demonstration run shows the bus to be quiet with good acceleration – "much better than a turbo-charged milk-float", Clayton jokes!

Back at Bootle at 10:15 we meet the depot's engineering manager, Ken Houghton and talk



■ Arriva is trialling a hybrid-engined Optare Solo.

of alternatives to diesel engines. "Arriva went further than others on LPG," Clayton recalls, "but we're now converting the buses back to diesel. LPG technology is a source of unreliability and difficulty. We tried Compressed Natural Gas in Southport, but we're converting there too. We find with CNG that the gas quality is unpredictable and varies widely, which affects the engine. We should be trying these things, though. Arriva is big enough to experiment." Arriva has also fitted particulate filters to 88 of its Liverpool fleet.

In another bus, staff were on hand to demonstrate Arriva's latest advances in CCTV, using laptop computers. They can achieve wireless downloads, which are saved to disk, invaluable in prosecutions for on-bus crime and for providing evidence in insurance claims.

Steve Clayton is enthusiastic about the increasing sophistication of CCTV. The Arriva vehicle dynamics system not only captures a CCTV image but also shows a mass of other data – braking and acceleration, speed and RPM, the direction of travel, even if direction indicators are being used. "We've invested a lot of money in CCTV, working with authorities like Merseytravel and Transport for London, and we've got to get payback. In one of our new vehicles in Gillingham, we captured images of girls throwing flour and water around the bus. They had bags

over their heads, playing to the camera, but hadn't reckoned with another camera that caught them putting the bags on. We can show these images to head teachers and parents, and once lawyers see them, court cases can be concluded more quickly. What many people don't realise is that a successful prosecution for criminal damage brings with it a criminal record, which can affect things like getting a job."

The CCTV demonstration has been taking place as the bus travels from Bootle to Birkenhead, where we arrive at 1052. Behind a splendidly Edwardian municipal frontage proclaiming 'Tramway Offices 1903' lies Arriva's new Birkenhead depot, opened by secretary of state for transport, Alistair Darling, in May 2004. This followed a period of disruption as the old tram and bus sheds were completely demolished and a new depot was established. Bob Hind paid tribute to the staff who fared well in the customer satisfaction surveys, "even when they were working from a building site".

Clayton and Hind meet up with Howard Farrell, newly installed as area manager, based in Birkenhead, and the former manager, Matt Davis, who is moving to become general manager at the larger St Helens depot.

Sitting in Farrell's office overlooking the yard, there is talk of the depot's important role, providing not only services around

the Wirral area, but on the all-day cross-river routes to Liverpool, heavily used by commuters. Steve Clayton returns to Arriva's belief in providing a good working environment. "We've not just invested in kit like new buses," he says. "We are investing in depots. After all, we have responsibilities to our shareholders and we realise there is a point where you can over-invest in a business and receive little return." Bob Hind adds: "Looking after employees is important everywhere. Liverpool is experiencing an economic upturn and so bus companies are in a more competitive job market. Drivers operate in their own workspace, and what they come to at work at 04.15 on a February morning is important. How can you expect a positive driver attitude when he or she has to trudge through mud to a Portakabin and then find their bus doesn't start?"

"Supervisors are crucial to running a successful bus service," Clayton says. "We're interested in supervisory development. The industry used to ignore them, but they appreciate being valued and it reflects in their relationship with the front-line people."

The Birkenhead improvements have cost £5million and Clayton spent a lot of time at the depot while they were being carried out. "In my job I can't always have regular contact with employees," he says, "so days like today are important. I hate the idea of

“ Bootle depot has benefited from a major refurbishment and the former Crosville depot requires substantial work and so the site has been sold and a new depot is taking shape.



■ Continued on page 22

■ A newly-installed bike rack passes the Clayton strength test.



" I encourage people to tell me if something's not right. It can be uncomfortable, but I'm looking for the little boy who sees the Emperor's New Clothes for what they are.

**Steve Clayton,
Arriva UK**

"

Steve Clayton's State Visit, and while some employees may feel intimidated when they meet me, I hope they recognise my interest in them." From observation that day, Clayton has an easy manner with staff, who seem to respond to him well.

The conversation moves on to local challenges improving punctuality, the increase in car ownership and the lack of bus priorities. "I see bus priorities as passenger priorities," says Clayton, "but in many places buses are not on the local authority agenda. They're not perceived as an issue until they're not there. The bus industry needs assistance to provide a better service. Ironically, it's easier for me to meet with Alistair Darling than for some of my local MDs to meet the chief executive of the local council."

After a walk through the modern 14-bus workshop, and a chat with engineering manager, Dave Smith, Clayton and Hind head for a walk around the spacious depot yard and inspect the 'Berlin Wall' - a concrete structure that has had to be added for security. Then a visit to the new social and sports club, a facility that is used as a messroom during the day. There was also a pause to smile at a poster headed 'Viva Arriva!' which turns out to be offering staff lessons in conversational Spanish, with Arriva paying the fees – not unconnected with Liverpool's forthcoming stint

as European City of Culture in 2008.

At 13:00 we head westwards by car to North Wales and a very different aspect of the company's operations. We arrive at Bangor at 14:20 to be met by the local managers. Again, changes are in the air; the local manager, Dafydd Williams, is moving to the company's depot at Llandudno Junction, and Martin Robinson is taking up the post as area manager, based at Bangor.

The former Crosville depot, though centrally situated, requires substantial work and so the site has been sold and a new depot is taking shape on the edge of the town. In spite of the poor facilities at the old base, Bangor staff are among the most highly rated in the UK. Dafydd Williams explains that the drivers work in groups and so they get to know the passengers well. Although staff turnover is high, some leave to work for other operators and return very quickly. "It's the grass is greener syndrome," says Clayton. "At one point, we might not have taken them back, but now, where appropriate, we do. And of course, there's a spin-off in canteen talk."

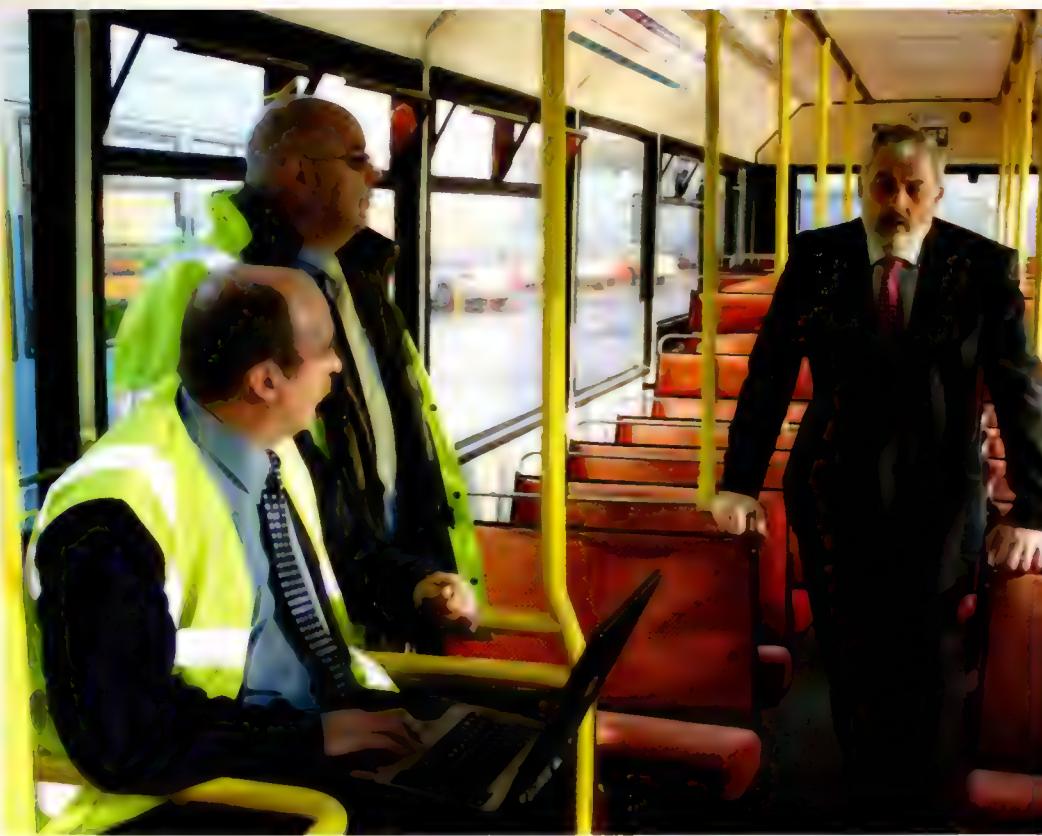
Clayton points out the risk assessment posters, published on a route-by-route basis with input from drivers. All drivers carry accident cameras and Williams shows a guide to accident scene photography.

Then it's off to the main bus

stand in Bangor, the hub of the North Wales services. Clayton is disappointed by the poor facilities provided by Gwynedd Council for passengers there, but the main event today is to inspect a brand-new VDL SB120/Wright single-decker. One of six buses were jointly bought with the Welsh Assembly Government for the long (3hr 20min) Traws Cambria X32 route between Aberystwyth and Bangor. Clayton and his team examine the bus, which is fitted with a bicycle rack and admire the attractive interior, which is finished in Arriva corporate style.

Back at Bangor depot for a quick cuppa, the 'umpteenth' of the day, then off at 15:32 to look at the site where the new depot is under construction, with a projected August opening date. Although it is on an industrial estate and less central, most buses are out all day, so there is no great problem. At 15:45 we leave the site for a trip to Llandudno Junction depot, where Steve Clayton chats to network manager, Graham Turner, about the Trapeze computer scheduling system that has been introduced across the Arriva group. There have been teething problems, but the general view is that it can be a highly useful package, if used properly.

At 16:50 we leave Llandudno Junction for the drive back to Liverpool along the scenic North Wales coast. The in-car conversation ranges from the



66

Much better
than a turbo-charged
milk-float!

Steve Clayton,
Arriva UK



Merseytram proposals to the Arriva Bus of the Future project and the high-profile introduction of a new bus fleet in Gillingham in 2004. "There are elements of the Bus of the Future in the new Gillingham buses, in the floor covering, an internal colour scheme and softer lighting, for instance," Clayton explains. "We hope to have some pure Bus of the Future vehicles in the future. We've been looking at our vehicle replacement policy. We've been able to cascade buses from our London operation and we have more buses coming to replace the last of the Routemasters; we're the biggest Routemaster operator left. In other places we'll go for the 'big bang', like Gillingham, where we put in 60 new and 40 refurbished buses, where the early results are very promising."

He likens the policy to tanks in World War 2. "The Germans had fewer inferior tanks than the French," he says. "But the French tanks individually were no match for a Panzer Division. Spreading our largesse too thinly has no business impact. A new fleet improves morale and customer satisfaction, so it's a win-win situation. The revenue generated should more than pay for the investment. One thing I would say – never introduce new vehicles and new ticket machines on the same day!"

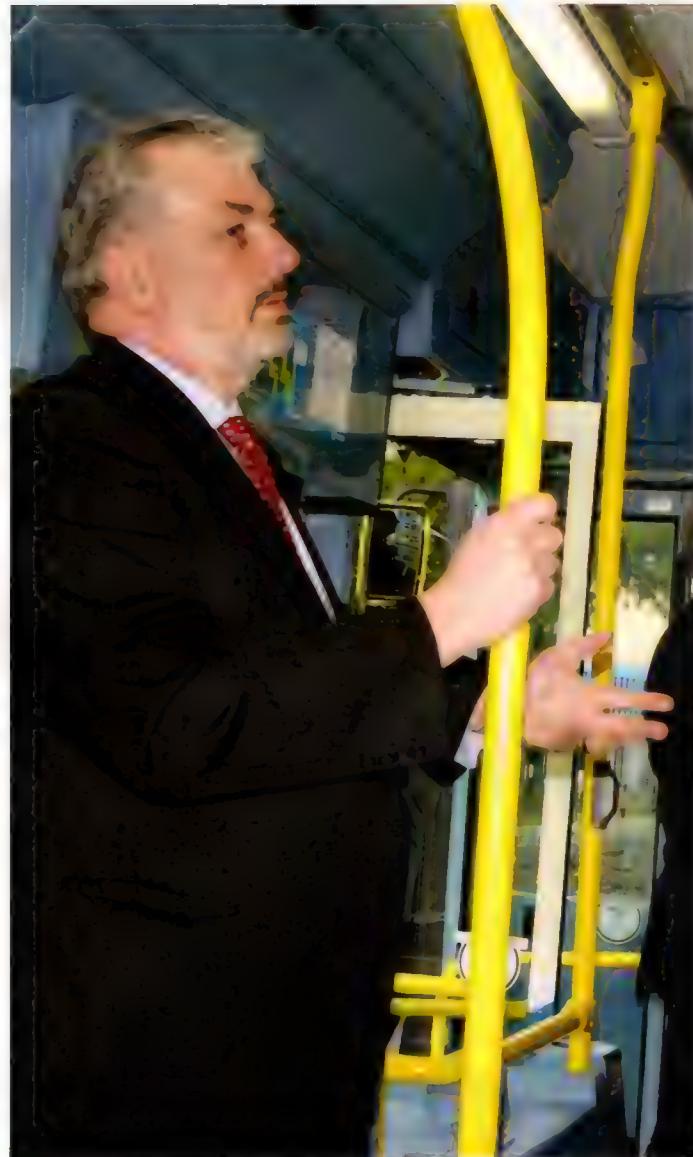
I ask about Arriva's corporate culture and how it compares with the UK's other major

bus groups. "We are a locally-managed, centrally-co-ordinated group," he says. "That's the guiding principle. We control vehicles, how they look, capital expenditure and budgets, and we discuss best practice with the senior managers at our meetings. There is some central control, but not a single controlling mind.

"I encourage people to tell me if something's not right. It can be uncomfortable, but I'm looking for the little boy who sees the Emperor's New Clothes for what they are. The Arriva board recently asked senior managers what they thought of the board, and I copied the report on me to the senior management team. After all, their perception has to be my reality.

"I suppose my philosophy is like Nike's – 'just do it' – and when the introduction of our Gillingham network was threatened by the TransBus situation, our employees took that to heart and just got on with it."

Arriva has probably played less on the cult of the personality than some others, but Steve Clayton's down-to-earth logic, his sense of humour and his approachable manner all place him in a strong position both at Arriva and at the CPT.



■ Clayton: My philosophy is like Nike's - just do it.

STOP!

Safety comes as standard

Safety is key for any form of public transportation. Individual operators carry out numerous tests but VOSA statistics demonstrate that brakes are still a common reason for annual test failure.

Steve Banner reports.



“

Having a vehicle fail a PSV test due to a braking problem is a very serious matter.

Colin Copelin, CPT

”

Faulty brake components and unacceptable service brake performance figured in 3.9 per cent and 3.8 per cent of PSV test failures respectively during 2003/2004 according to Vehicle and Operator Services Agency statistics. The only defects that were more common were poor headlamp aim – which appeared in 10.6 per cent of failures – and bad bodywork and interior condition, which figured in 4.2 per cent.

So is it the case that buses and coaches are complying with test requirements on the operator's own roller brake testers only to fail when they're dispatched to

the local VOSA test centre?

That's certainly been an issue where trucks are concerned. Although a joint investigation carried out by VOSA and the Retail Motor Industry Federation, involving six RMI truck dealer members last year, concluded that such worries were unfounded. The Freight Transport Association believes it remains a problem with both PSVs and lorries.

"We're still hearing that it's happening," says FTA bus and coach national standards and engineering development manager, Paul Honey. "Even

■ **Continued on page 27**



For complete
peace of mind
make sure you're buying genuine
Knorr-Bremse parts

Simply call us now to find your nearest approved
Knorr-Bremse distributor

0117 984 6223

www.knorr-bremse.co.uk

 **KNORR-BREMSE**
Systems for Commercial Vehicles

More than 1 billion people put their trust in the safety of Knorr-Bremse products, everyday!



Sign of Quality



Worldwide Solution Providers on Vehicle Safety and Emissions Testing Systems

Suspension / Roller Brake Testers • Caravan Brake Simulators • Head-light Beam Testers • Diesel Smoke
Testers • Brake Data Software • Roller Brake Testers • Suspension Testers • Emission Testers • Side Slip
Testers • Brake Time Measuring Devices • Research And Development • Under Carriage Inspection •
Above Carriage Inspection • Software Development • Mobile Vehicle Testers • Diesel Smoke Testers •
Speedometer Testers • Test Lane Computers • Free Roller Sets • Play Detectors and more...

V L Test Systems Limited

Automobile Safety Testing Equipment - Test Lanes

3/4 Middle Slade, Buckingham Industrial Park,
Buckingham, Bucks MK18 1WA United Kingdom

Tel: +44 (0) 1280 822488 • Fax: +44 (0) 1280 822489 • E-mail: vltukltd@aol.com



Operators used to be able to ask VOSA to carry out a voluntary brake test on a vehicle. They still can, but these days they're likely to be served with an immediate prohibition if it fails.



firms that run workshops that also happen to be designated test stations are finding that it's a problem."

The Confederation of Passenger Transport (CPT) technical adviser, Colin Copelin, isn't convinced that it's a major issue for PSV operators however. "Our members aren't saying that it's an area of serious concern," he comments.

"It's pretty rare I'd have to say," says Sam Simpson, operations director at Reading Buses.

That's not to say of course that buses and coaches never pass brake tests at the owner's

premises only to fail at VOSA's.

Such failures can be due to a combination of factors, says Gemco technical sales specialist, Chris Manby. Gemco distributes BM Autoteknic roller brake testers within the UK. "Roller brake testers are calibrated to plus or minus 3 per cent," he says. "If your tester happens to be calibrated differently to VOSA's, then that can play a part.

"Maybe the one brake tester's rollers have seen more wear than the other's have. That can affect the efficiency reading by about 1 per cent.

"Maybe the driver who takes the vehicle for test happens to be more aggressive with the brakes on the test lane than the technician who put it on the brake tester back at the owner's workshop. That too can make a difference, again to the tune of about 1 per cent," he continues.

"Other issues that may have a bearing are whether the brakes were cold the first time round, but hot the second, and whether the tyres were dry the first time, but wet when they got to the test centre. Individually these are all minor considerations, but they can soon add up."

"A lot of things can happen on the road between the operator's workshop and the test centre," says Phil Stockford of Phil

Stockford Garage Equipment.

Copelin adds three more variables: "You can get a different reading if you steam clean the vehicle after you've put it on your own roller brake tester, but before you send it for test, because you force dirt onto the brakes. Clearly it will be different too if you reline the brakes between the two events.

"Something else that makes a difference is if the driver ensures that enough air pressure is built up at the pre-test, but fails to do so at the VOSA test."

"Operators should ensure that their pre-test areas are as clean as possible," advises Brian Beacon, UK manager at equipment supplier VL Test Systems. "Oil and grease on the tester's rollers

PSV Inspection Training Courses

could help improve your bank balance

VOSA

Vehicle & Operator Services Agency

Our courses are designed not only to help improve safety, but also your operational performance, resulting in cost savings.

Course Locations:

- Bristol
- Manchester
- North London
- South London
- Scotland
- Birmingham



Contact:

VOSA Commercial Projects Unit,
Berkeley House, Croydon Street,
Bristol BS5 ODA.

Tel: 0117 954 3359 Fax: 0117 954 3496
Email: commercial.training@vosa.gov.uk

An executive agency of the
Department for
Transport

www.vosa.gov.uk



will affect the readings.

"You'll also get different readings if one brake tester isn't level, but the other one is."

Most of these factors will only make a difference if the brakes are only operating at just above the legally required minimum efficiency level of 50 per cent. "To avoid any disputes operators should always aim to achieve a service brake efficiency level well above this figure," says a VOSA spokesman.

"They should be getting at least

60 per cent at every single test," says Copelin. "If they get 51 per cent at a pre-test, then they should start asking themselves why."

"We brake test all our vehicles every six weeks as a matter of course, so we pick up any problems early on," says Danny Elford, engineering manager at The Kings Ferry. "What's more, our drivers report any faults – brake imbalance for instance – to us very promptly."

"Remember that having a vehicle fail a test due to a braking problem is a very serious matter," says Copelin. "You're liable to



"Some of VOSA's machines are up to 15 years old, but they still work properly because they're kept up to scratch."

Brian Beacon, VL Test Systems.



be served with an immediate prohibition, and may have to get the bus or coach towed back to your depot.

"You may also find that VOSA officials turn up at your premises a few days later to carry out a fleet check."

VOSA has produced a best practice guide to preparing large vehicles for test, which is placed on the agency's web site.

Operators used to be able to ask VOSA to carry out a voluntary brake test on a vehicle. They still can, but these days they're likely to be served with an immediate prohibition if it fails, even though

it's not a statutory test and they've brought the bus or coach in of their own free will.

"I can understand why VOSA adopt this policy because they fear that if they don't, the vehicle could be involved in a fatal accident on the way back to its home depot," says a senior industry figure. "Nevertheless, I still think it's short-sighted because it penalises the responsible operator who is trying his best to comply with the regulations."

Beacon makes the point that an operator is less likely

■ **Continued on page 30**

MAIL DIRECT

**Get your leaflets straight
to the desktops
of the industry's key buyers.**

Insert your leaflet with Bus and Coach Professional and reach 5,100 readers.

**For more information call Jo Taylor now on 01952 204920 or
email: jo.taylor@busandcoach.com**

GEMCO Equipment Ltd.
153-165 Bridge Street,
Northampton NN1 1QG
www.gemco.co.uk
Tel: 01604 828600
Fax: 01604 633159
email: Sales@gemco.co.uk

Prices valid til 7th April



Mobile Oil Dispenser
With Oil valve £ 360.00
With Digital Meter £ 420.00
Both with 3:1 air pump

Samoa Mobile Greaser for 50Kg kegs
Part No 425290
Includes:

- 55:1 Ratio Pump
- Drum Trolley
- 3m HP Hose
- Drum Cover
- Grease control valve with Z swivel

SPECIAL PRICE
£ 295.00



All this equipment and much more will be on display on the GEMCO EQUIPMENT stand at the 2005 Commercial Vehicle Show Stand No.10-431 at the NEC on 5th-7th April 2005

GEMCO MOBILE COLUMNS

The new mobile lift columns from Gemco Equipment are an improvement of an existing design that has been sold throughout the UK and Europe over the past eight years. The IP65 electrical rating make these columns ideal for outside use and steam cleaning.

Available in three different capacities of 4t, 5.5t and 7.5t per column and in sets of 4, 6 or 8 columns this gives an overall capacity ranging from 16 tonnes to 60 tonnes.

Call 01604 828 600 for further details and prices.

TWO YEAR WARRANTY AS STANDARD

BM Mobile Brake Tester. Arrival on site to testing in 15 minutes!

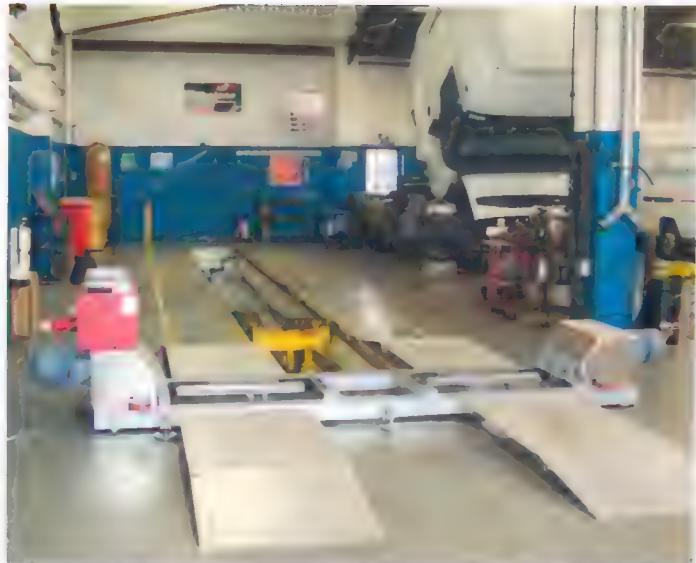


No groundworks are required to use a BM Mobile Brake Tester. The unit is portable and is especially useful if you have a fleet over more than one operating centre.

CALL GEMCO EQUIPMENT 01604 828600

For Eire and N.Ireland Call our BELFAST Office 02890 772666

VOSA
In partnership with the
Royal Motor Industry Federation
Preparing your heavy vehicle for brake test
A best practice guide



to encounter differences in the readings produced by his own roller brake tester and VOSA's if it's looked after properly.

"It should be calibrated and serviced twice a year, and the rollers should be replaced when the grit wears down," he says. "You see a lot of machines with no grit on their rollers at all."

"Some of VOSA's machines are

up to 15 years old, but they still work properly because they're kept up to scratch," he adds.

A brand-new roller brake tester costs from £20,000 to £28,000, says Beacon. "The price has remained much the same for the past 10 to 15 years, partly because there's so much competition in the market," he observes.

The latest ones are remarkably easy to use, he adds: "To put it bluntly, they're idiot-proof!"

The necessary groundwork will typically cost approximately £2,000, says Beacon. If you want to avoid that additional expenditure, then there's another option. Invest in a mobile surface-mounted brake tester instead.

They're about the same price as one that's permanently installed, says Manby, and equally effective.

VL, Gemco, and Phil Stockford aren't the only suppliers of roller brake testers. Their competitors include Auto Workshop Equipment Services, which supplies EWJ Teknic testers from Denmark.

Simpson points to an important difference between truck and PSV brake testing. VOSA imposes a simulated load on the former, but not the latter. "If they did that with PSVs I supposed we'd have to load them with sandbags or some other type of weight," he observes.

Test failures can of course occur simply because the vehicle's brakes haven't been maintained properly says Tim Ford, UK sales manager at Knorr-Bremse.

"The operator may assume that an automatic slack adjuster is working, but they wear out, and should be checked every time you look at the spring brake," he observes. "If the torque level is below the minimum value,

then the slack adjuster should be changed.

"When you examine the spring brake, take a look at the push rod that emerges from it and connects it to the slack adjuster," he continues. "If it's too short, then you won't be getting full braking efficiency.

"Remember that with drum brakes, the lining must match the drum profile. If the drum is out of shape, then the lining will not contact it properly."

"It could be the case that the brakes haven't been relined recently, and that the lining is down to the rivets when the bus or coach goes to be tested," says Copelin. "A seal might have gone, dripping oil onto the linings, or you could have a seized or badly worn brake cam."

Imbalance is the most common reason for failing a PSV because of brake problems says Simpson.

"You may have a good lining on one side of the vehicle, but a poor one on the other, or a drum may have gone out of shape," Copelin adds.

"Checking disc brakes is of course very easy because you can instantly see if the pads have worn down," Ford notes.

Ford is concerned that some operators are in the habit of simply changing components and hoping for the best without attempting to diagnose the fault properly. "You can have a

situation for instance where the immediate reaction is to change a spring brake, only to find the vehicle passes the service brake test, but fails the parking brake test because there's something wrong elsewhere in the system," he observes.

"That can be a very expensive approach to maintenance. Jumping to conclusions usually ends up costing operators a lot of money."

Using a roller brake tester isn't the only way of testing brakes. Smaller operators who either cannot afford it or do not have ready access to one may need to resort to other means of checking them prior to submitting their vehicles for test.

Bowmonk, for example, offers a portable battery-powered device called BrakeCheck that can determine the efficiency of both the service brake and the parking brake by measuring deceleration. Turnkey Instruments markets portable testers such as g-meter and BrakeSafe.

Contacts

Auto Workshop Equipment Services 01278 451333
www.ewj.dk

Bowmonk
01603 485153
www.bowmonk.com

Crypton Technologies
01278 436226
www.cryptontechnology.co.uk

Gemco
01604 828600
www.gemco.co.uk

Knorr-Bremse
0117 984 6100
www.knorr-bremse.com

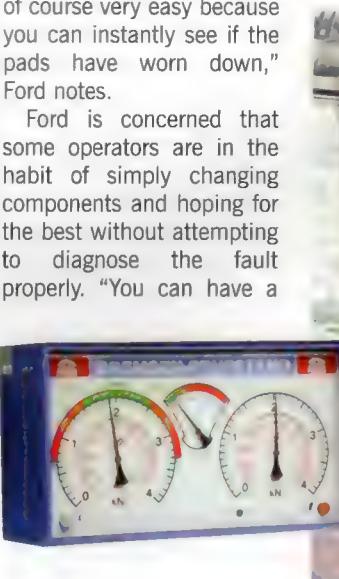
Phil Stockford Garage Equipment
0151 609 1007

TMD Friction
01274 854000
www.tmdfriction.co.uk

Turnkey Instruments
01606 44520
www.turnkey-instruments.com

VOSA
0870 606 0440
www.vosa.gov.uk

V L Test Systems
01280 822488
www.vltest.com



**Your
customers
expect the best
from you,
you should expect the best
from your equipment**

MICROBRAKE 8000

PC OR ANALOGUE-BASED BRAKE TESTING SYSTEM



Suitable for vehicles with axle loads up to 18 tonnes and tyre sizes 10" - 24". With 17" analog and 6-digit LCD display system for clear test-result information. www.beissbarth.co.uk

Beissbarth have a reputation as the world's most innovative manufacturer of automotive servicing equipment.

Our products are used and endorsed by all the leading car manufacturers and will be found in leading servicing workshops around the world.

Beissbarth are committed to developing products that are in step with the ever-increasing level of automotive technical efficiency and innovation.

BEISSBARTH
Providing the best for the best

Beissbarth House, 30 Wilford Trading Estate, Nottingham NG11 7EP
Tel: 0115 981 5151 Fax: 0115 981 8431
Email: enquiries@beissbarth.co.uk www.beissbarth.co.uk

BEST GARAGE EQUIPMENT COMPANY 2000 • 2001 • 2002 • 2003 • 2004
Awarded by the Institute of Transport Management

AUTO WORKSHOP EQUIPMENT SERVICES LTD

A NEW RANGE OF STATE OF THE ART ELECTRONIC UPGRADES FOR THE FOLLOWING MAKES AND MODELS OF COMMERCIAL BRAKE TESTER

CRYPTON EB/EC 30 & 630 RANGE
H&H 4000, TECALEMIT DE 7194

PRICES FROM ONLY £11950.00 + vat

PRICE INCLUDES:

- Delivery, Installation, and operator training.
- Infra-Red Remote Control.
- Printed test report with your company name on.
- Full VOSA Brake Test sequence Incl. Ovality, Imbalance and Applied Parking Test (Snatch test).
- Can be updated to run full computer system including VOSA data base program.

NEW ELECTRONIC COMMERCIAL BRAKE TESTERS
PRICES FROM ONLY £13995.00 + vat

TELEPHONE 08452 30 25 30 FAX 08452 30 25 31

Members of the Garage Equipment Association

Brake Testing One Low Price - No Extras

£12995.00 PLUS VAT



- 18 tonne axle capacity
- Infra red remote control
- A4 printer
- Axle weighing facility
- Bi-directional facility
- Roller cover plates
- Installation frame
- 1 year warranty

Finance available S.T.S
Quotations for civil work
on request
100's of users throughout
the UK & Europe

KISMET GARAGE EQUIPMENT UK LTD



Tel: 0151 609 1007



Illuminating Information

Amongst the latest developments in destination equipment is Warrington's use of digital LED displays to help passengers with disabilities. **Steve Banner** reports.

People with eyesight difficulties in Warrington who want to use the bus are having their lives made a whole lot easier by the local authority. The 262 bus shelters installed by Adshel over the past four years each feature the name of the stop in 6-inch high black-on-yellow lettering to make it easier for partially-sighted people to read, along with the council's logo.

So far around 150 of the shelters boast real-time information systems. Passengers with poor or non-existent sight can use a personal touch-key to activate an audible version of what's on the display.

"The assistance provided doesn't stop there" says Warrington Borough Transport marketing director, Nigel Featham. Light Emitting Diode - LED destination displays are being specified on all new buses, and the operator has gone for the maximum possible character

size.

"Power-operated printed blinds are fine during daylight hours, but LED displays are more clearly visible in gloomy weather and after dark," he says. "In those situations they beat the printed blinds we've traditionally favoured hands-down."

LEDs are also being used to show the route numbers on the sides of new vehicles.

What about the argument that bright sunlight can at times render LED panels almost invisible? "So far it's not been a problem on the ones we've fitted," Featham replies.

"We looked at having flip-dot panels fitted, but we weren't happy about their reliability," he says. "Dots can get stuck, and that spoils the display's appearance. What's more, flip-dot displays aren't as bright as LED panels at night."

Eighteen of Warrington's 117 buses now sport LED destination signs, and the 12 new ones

scheduled to join the fleet during the course of this year will have them too. "We're also thinking about fitting LED displays to 28 of our existing vehicles," he says.

"That could be an expensive exercise, but you have to counterbalance the cost against the fact that LED signs are effectively maintenance-free."

Featham and his colleagues work closely with Warrington Disability Partnership to ensure that they fully understand the needs of people with disabilities.

"We give special training to all our staff," he says. "The course involves wearing special goggles that simulate sight defects. Our drivers have proved particularly enthusiastic about this training, and it's helped them build up a relationship with blind and partially-sighted people who are bus users."

The Disabled Persons Transport Advisory Committee (DPTAC) remains concerned however about the legibility of LED panels

in bright light. "It's something we are conscious of," says a spokesman. "LEDs may not be the best means of displaying information."

Looking back over the last five years, Bright-Tech Developments sales director John Stormont, says that he cannot recall a single instance of LED bus displays being criticised for being difficult to read in strong sunshine.

"This might happen momentarily, but it will only be momentarily because the vehicle is constantly moving," he says. "What's more, modern LED signs adjust themselves automatically to compensate for bright light."

They can do so because they're fitted with ambient light sensors, points out Hanover Displays marketing manager Nick Robertson. "Our displays can be louvred too," he says.

"We've certainly not had visibility in sunlight raised as an issue by our customers," says

■ *Continued on page 34*



HANOVER DISPLAYS LTD

Passenger Information Systems



Preferred supplier of:

Multi-coloured Led signs



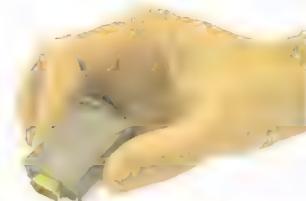
- *Stagecoach *Go-Ahead Group *First *Thamesdown
*TWM *Yorkshire Traction *Arriva *Plymouth Citybus

Benefits

**FREE sign training
FREE sign editing software
FREE software training
10 Year Guarantee
ISO9001 accredited
DPTAC, DDA & EMC compliant
Full UK manufacture**



Hanover's portable keyring loading option



A row of six white Optare Solo L electric buses parked side-by-side. The buses have digital destination signs above the front windows displaying routes 74, 75, and 76. The background shows a blurred urban environment.

Unit 24, Cliffe Industrial Estate, Lewes, East Sussex, BN8 6JL. Tel: (01273) 477528 Fax: (01273) 407766

MCKENNA BROTHERS & mobitec
The Choice is yours...

LED



- No E-Prom changes
 - Non Multiplexing
 - Ultra violet resistant LED's
 - High contrast
 - Automatic intensity control

Dot-Matrix



- LED illumination
 - Toughened front glass
 - Aluminium case
 - High contrast

Printed



- Unbeatable clarity
 - Manual or Smartblind
 - "The intelligent roller blind System"
 - Choice of text
 - McKennaglo non fade yellow

Clearly Leading the Way

Quality, Service & Flexibility - Just ask our customers

McKenna House, Jubilee Road, Middleton, Manchester, M24 2LX

Telephone 0161 655 3244 Fax 0161 655 3059

Email info@mckennabrothers.co.uk

www.mckennabrothers.co.uk



"Power-operated printed blinds are fine during daylight hours, but LED displays are more clearly visible in gloomy weather and after dark. In those situations they beat the printed blinds we've traditionally favoured hands-down."

**Nigel Featham,
Warrington Borough
Transport.**



Vultron International managing director, John Moorhouse.

"I suppose printed blinds are easier to read, at least during daylight hours, but that may in part be due to the simple fact that people are used to them," Stormont comments. "After all, they've been around for a long time."

"Transport for London (TfL) still favours printed blinds, but that's probably because buses in London have got so much information to display," says Moorhouse. "That can't be done so easily on an LED panel."

"Printed blinds give you the best clarity, but they have to be motorised for driver acceptability," says Indicators International general manager Tom Diamond.

"At night though LEDs really come into their own," contends Stormont. "You can clearly see the display before you see the vehicle's livery. One of the problems with printed blinds is that the tubes used to illuminate them, gradually get dim, and can of course fail."

Day or night, Bright-Tech is improving the legibility of its displays by packing more LEDs into them. "It's now economic

to do so because LEDs have fallen in price dramatically," Stormont explains. "When we first introduced LED displays we offered one for the side of a bus that was 90 LEDs long by 8 deep - 720 in all - and it cost £615. Contained within the same size of frame, its successor is 120 LEDs long by 12 deep - 2,640 in all - and costs £795. The number of LEDs used has almost quadrupled, but the price certainly hasn't."

Boosting the number of LEDs in side displays is particularly important because it should ensure that they don't look distorted; a criticism that's been levelled at them in the past.

Sales of flip-dot signs have now almost ground to a halt, says Stormont. "LED panels are far lighter in weight, so much so that I can carry one incorporating 4,500 LEDs into a meeting under my arm," he observes. "Such displays are as shallow as a 50p piece too, which makes them easy to install, and they're remarkably reliable because they've got no moving parts. That makes it possible to offer them with at least a 10-year warranty.

"Nor are they power hungry," he continues. "They draw no more

than 3 to 4 amps, so you'd have to leave one on all the time for at least two days with the vehicle's engine not running before you did the battery any real harm."

"With LED displays you don't have to change a fluorescent tube every so often," says Moorhouse. "I don't know of any operator who has gone back to flip-dots having experienced LEDs. In fact we're no longer supplying new flip-dot displays – just the spares. I think they've had their day."

"To be honest I don't think there is much future for flip-dot technology in the UK," says Vincent McKenna of McKenna Brothers.

Robertson doesn't go quite that far, but he agrees that flip-dots aren't as popular as they were. "Around 80 per cent of our output nowadays is LED-based," he says.

LED panels are easy to programme too, stresses Stormont. "You can edit your destination list on a PC in the office and download it onto a flash card the size of a postage stamp," he says. "A thousand destinations would present no problem."

"We've got many customers who would prefer to use printed blinds, but their in-house

Bright-Tech Developments Ltd.

Destination Displays and On-Bus Systems.



Light-Tech Led Displays

- Light-Tech upgrades:-**
- New Coloured LED Displays.**
- New Curved Displays.**
- New High-Definition Models available.**
- New Driver's Controller.**
- New Operating System.**
- New High-speed Data Transfer.**
- New MMC Flash Packs - No PMU required.**
- New Multi-Lingual Text Input.**
- New Freehand Symbol Formatting.**



New MK 4 PowerBlind Displays

- PowerBlind upgrades:**
- New Driver's Controller.**
- New bar code error detection.**
- New Flash EPROM facility.**



Fleets Point House, Willis Way, Poole, BH15 3SS.

TEL: 01202-679-627 EMAIL: SALES@BRIGHT-TECH.CO.UK





■ Bright-Tech LED displays for EYMS (above) and Reading (right).



44

We've recently fulfilled a big order from Northern Ireland. Older bus passengers much prefer printed displays and I'm sure printed blinds don't get as dirty as they used to.

Terry Rawlins,
Norbury Blinds.

77

■ Continued on page 36

**NORBURY
BLINDS LTD**
DESTINATION
Blinds
NUMERAL
Blinds

any
SIZE
COLOUR
or QUANTITY

**LEGAL
LETTERING
VEHICLE
SIGNS**

**DIGITAL
Graphic
Design
Service**

Advice on Colours
Letter Styles, Size etc
Ring: 0121 359 4311
Fax: 0121 359 6388

DESTINATION BLINDS

Owners of T. Norbury & Co. Ltd., now trading as Norbury Blinds Ltd. We have years of experience in the manufacture and printing of Destination and Route Numeral Blinds, offering a friendly and professional service to the Bus and Train industry.

We print destination blinds for both automatic and manual mechanisms in this country and abroad in many colours

Our workforce is committed to providing a competitive quality product. So when you need Destination Blinds come to the experts - "**NORBURY'S**"

**FOR IMMEDIATE ATTENTION RING: 0121 359 4311
OR FAX US ON: 0121 359 6388**

NORBURY BLINDS LTD
41-45 Hanley Street, Newtown
Birmingham B19 3SP
www.norbury-blinds.com
email: info@norbury-blinds.com

**"we care where
you're going"**



■ Malcolm Randles (left) and Vincent McKenna (right) show off their latest Smartblind Concept.



■ Hanover LED displays on Courtney Coaches' Solo.

accountants are telling them that LED panels work out cheaper," says McKenna. "We've seen LED display sales double in recent times."

He's sure that powered printed blinds have a future however. He points to the number of operators who use LED displays on the sides of their vehicles, but printed blinds on the front and back.

"We've just introduced a powered system with a sensor that detects if a blind is getting dirty, and adjusts the sensor that selects the destination to compensate for the fact," he says.

McKenna Brothers along with Mobitec are despatching their latest product, Smartblind to Scania OmniCity vehicles for Metrobus.

The traditional destination blinds are used in conjunction with state-of-the-art electronic technology to produce the 'intelligent roller blind system'.

The robust units are constructed using lightweight rigid anodised aluminium profile with a toughened front glass to avoid dust and static problems. The system incorporates intelligent adaptive sensing which helps to ensure accurate blind positioning.

"If the blind does get dirty with age the system can detect this and adapt the sensor to compensate," says Vincent McKenna. "Also the width of the code takes into account that a blind can move from side to side as it is rolling to the next display. The system also has a manual over-ride option as backup."

McKenna recognises that there are occasions when major route changes dictate new or modified blinds, which is where Smartblind comes in. Destination blinds can be changed in the vehicle or by removing the inner chassis to a bench. This allows easier working conditions for the garage staff.

When route changes are made the existing text and graphics can be easily updated using a conventional PC and saved to a smart card. This card is inserted into the drivers control unit, which reads the stored destination text and transfers them to the internal memory.

"We have taken great care in producing what we feel is the highest quality, fully compliant and easily programmed electronic roller blind system available today," adds McKenna.

Terry Rawlins of Norbury Blinds also believes that printed blinds

from blinds to dots to diodes

indicators int. offer the full range

with blindingly good service...


indicators
International



DESTINATION DISPLAYS t. 028 7963 2591 www.indicators-int.com

aren't dead yet. "We've recently fulfilled a big order from Northern Ireland. Older bus passengers much prefer printed displays and I'm sure printed blinds don't get as dirty as they used to."

There still seems to be a strong demand for printed blinds both on their own and in combination with LEDs.



■ MAN/Noge coach with high intensity LED displays.



"We looked at having flip-dot panels fitted, but we weren't happy about their reliability. Dots can get stuck, and that spoils the display's appearance. What's more, flip-dot displays aren't as bright as LED panels at night."

Nigel Featham, Warrington Borough Transport.



Contacts

Bright-Tech Developments
01202 679627

www.bright-tech.co.uk

Indicators International
028 796 32591

www.indicators-int.com

McKenna Brothers
0161 655 3244
www.mckennabrothers.co.uk

Norbury Blinds
0121 359 1717
www.norbury-blinds.com

Hanover Displays
01273 407715
www.hanoverdisplays.com

Vultron International
0113 263 0323
www.vultron.co.uk

PASSENGER INFORMATION HAS NEVER BEEN CLEARER

WITH

LED

High Intensity Light Emitting Diode Displays

NEW from Vultron



The Bright LED Bus Destination Display System from Vultron

- Automatic brightness control
- Wide viewing angle
- Slim, lightweight construction
- User friendly, alpha-numeric keypad
- 26 different product variations

Stay out in front – choose the latest generation of LED on board bus destination signs from Vultron, one of the world's leading manufacturers of electronic display systems

VULTRON INTERNATIONAL LTD.

City Park Industrial Estate, Golderd Road, Leeds, LS12 8QR, ENGLAND
Tel: + 44 (0) 113 263 0323 Fax: + 44 (0) 113 279 4127
email: sales@vultron.co.uk website: www.vultron.co.uk

WHO BUYS WHAT



Four Plaxton Pronto minibuses are now in service with the London Borough of Havering. Says Havering's transport commissioning unit manager, Allen Burbidge: "With the Prontos we are moving away from ambulance-type buses to vehicles which offer a better travel experience and greater dignity for those who travel with us." The Prontos join a 54-strong fleet of accessible vehicles.



A further two 70-seat Plaxton Profile B7Rs - along with a standard 57-seater - have joined the expanding fleet of high-capacity single-deckers operated by Moffat & Williamson of Gauldry, Fife. The new vehicles are replacing double-deckers on school contracts and private hires, and the company's once large fleet of double-deck buses has now been reduced to just four.



Following the success of its VDL SB200 Commanders, Claribel Coaches of Birmingham has chosen a VDL DB250 for its first double-decker. It has an East Lancs body. Features include 77 seats with lap belts, CCTV, and radio/pa. The optional four-speed Voith D854.3 automatic gearbox has been chosen along with a 249bhp engine to maintain higher speeds on longer journeys.



The latest delivery to Norfolk operator D&H Harrod marks two firsts for the fleet. It is the company's first Iveco, and also its first current-generation stainless-steel Plaxton Paragon. "We've specified the coach as a 57-seater for excursion and private hire work," says Harrod's David Reeve. "It gives passengers on local trips a high-quality coach."



The launch by Nexus of new U Call services in the Sunderland Coalfields area has seen Classic Coaches expand its fleet of low-floor Mercedes-Benz Sprinters, with two new vehicles joining four already in operation. Funded under the government's Rural Bus Challenge, the vehicles operate 16 hours a day offering a mixture of timetabled and demand-responsive services.



Stagecoach in the Cotswolds, based at Stroud, has taken delivery of its first two Optare Solos, chosen for a hilly route, much used by elderly passengers. The buses are 8.5m 27-seaters and are part of a Stagecoach Group order for 100 Solos being introduced nationwide.



The biggest vehicle in the fleet of ABC Coaches of Swinton, Manchester, is this 39-seat Optare Solera, which is fitted with air-conditioning, fridge and DVD player. It takes ABC's fleet to eight. It's the company's first Optare and was bought to meet growing demand from customers for a larger coach.

"The response has been good," says ABC's Stuart Bowe.



Croydon-based coach operator, Mayday Travel, has added 10 new Toyota Optimo V midcoaches to its fleet - consisting of eight 21-seat and two 26-seat variants. Both come fully equipped with the latest technology, including TV, video with LCD screens, DVD, air-con and a drinks machine. Toyota also fitted seats with three-point seatbelts.



PROVIDING POSITIVE SOLUTIONS TO CUTTING ACCIDENT REPAIR COSTS

- ONE STOP ACCIDENT REPAIR FACILITY
- NATIONWIDE RECOVERY
- 16m PAINT BOOTH
- 20,000ft² WORKSHOP
- CHASSIS & AXLE STRAIGHTENING
- COMPUTERISED WHEEL ALIGNMENT

TEL: 020 8858 3781
FAX: 020 8858 5663

TRUCK ALIGN
TOTAL REPAIR SOLUTIONS

A Fantastic *Start* to our Minibus range



**ONLY
£19,950
+VAT**

The Irisbus Start Daily Minibus has been designed to provide both the driver and the operator with a world-beating passenger-carrying vehicle. Built to drive like a car, but with the strength of a truck, the Irisbus Start heralds a new benchmark in passenger vehicle design and build, which others will find hard to follow. With the driver's and the passengers' comfort paramount in our design brief, it is no surprise then that using our wealth of knowledge we have designed a fantastic low price vehicle.

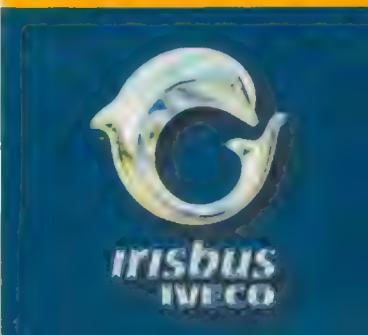
Special attention has been devoted to reducing the noise within the saloon. With independent front suspension, improved engine and new body aerodynamics we have been able to reduce the noise level down to 68-dB(a) at 50 mph, similar to that of a modern passenger car.

Why not call us and find out more.

Phone: 01923 269 660 Fax: 01923 269 623 Web: www.irisbus.co.uk



**HUMAN
TRANSPORT.**



CHASSIS AND INTEGRALS

Make and model	Engine position	Overall length (m)	Wheelbase (m)	Engine	Cubic capacity (litres)	Max power (bhp)	Gearbox	Speeds	Fuel tank (litres)	Wheelyre size	Brakes front/rear	Max GVW	Power-Weight ratio
AYATS (GB)	Ayats Ltd, 3 Tweed Road, Clevedon, North Somerset BS21 6RR Tel 01275 349411 Fax 01275 349311 www/ayats.co.uk												
Platinum	RV	10.2	6.0	MAN D0836	6.9	280	ZF S6-36	6 M	-	285/70R 19.5	Drum/Drum	-	-
Bravo	RV	12.0	6.0	MAN D2866	12.0	360	ZF 6HP600	5 A	-	315/80R 22.5	Disc/Drum	24t	15.0
Bravo	RV	12.0	6.0	MAN D2866	12.0	460	ZF 8S-180	8 M	-	315/80R 22.5	Disc/Drum	24t	19.2
Bravo Plus	RV	13.75	-	MAN D2866	12.0	460	ZF 8S-180	8 M	-	315/80R 22.5	Disc/Drum	26t	17.7
Atlantis	RV	12.0	6.15	MAN D2866	12.0	360	ZF 6HP600	5 A	-	-	-	18t	-

BMC (UK)	BMC House, Ibstock Road, Coventry CV6 6JR Tel 02476 363003 www.bmcukltd.com												
Probus coach	RV	8.5	4.2	Cummins ISBe	5.9	220	ZF 6S-90	6 M	190	245/70R 19.5	Disc/Disc	12t	18.3
Schoolbus 1100FE	FV	10.7	5.85	Cummins ISBe	3.9	150	Allison 2000	4 A	190	265/70R 19.5	Drum/Drum	12t	12.5
Falcon 1100	RV	11m	5.85	Cummins ISBe	3.9	185	Voith D854.3	4 A	200	275/70R 22.5	Disc/Drum	17t	10.9
Hawk	RV	8.5m	3.9	Cummins ISBe	3.9	135	Voith D854.3	4 A	190	245/70R 19.5	Disc/Disc	12t	11.3

BOVA	Autobusfabriek BOVA BV, Postbus 5, 5550 AA Valkenswaard, Netherlands Tel 00 31 40 208 46 11 Fax 00 31 40 204 20 45 www.bova.nl												
Futura FHD10.340XE	RV	10	4.89	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	490	295/80R 22.5	Disc/Drum	18t	18.9
Futura FHD12.340XE	RV	12	6.09	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	18.9
Futura FHD12.380XE	RV	12	6.09	DAF XE	12.6	380	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	21.1
Futura FHD13.340XE	RV	12.7	6.8	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	18.9
Futura FHD13.380XE	RV	12.7	6.8	DAF XE	12.6	380	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	21.1
Futura FHD14.430XE	RV	13.58	6.09	DAF XE	12.6	430	ZF 8S-180 HGS	8 M	745	295/80R 22.5	Disc/Drum	24.45t	17.6
Futura FHD15.430XE	RV	15	6.8	DAF XE	12.6	430	ZF 8S-180 HGS	8 M	745	295/80R 22.5	Disc/Drum	24.45t	17.6
Magiq HD122.340.XER	RV	12.2	6.15	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	774	295/80R 22.5	Disc/Disc	18t	18.9
Magiq HD122.380.XER	RV	12.2	6.15	DAF XE	12.6	380	ZF 6S-1600 HGS	6 M	774	295/80R 22.5	Disc/Disc	18t	21.1

Coach distributors: Moseley (PCV), Moseley in the South, Moseley Distributors.

DENNIS	Dennis Chassis, Dennis Way, Guildford GU1 1AF Tel 01483 571271 Fax 01483 301697												
Mini Dart	RV	8.8	3.9	Cummins ISBe	3.9	135	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11t	12.3
Dart SLF	RV	9.3	4.40	Cummins ISBe	3.9	135	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11t	12.3
Dart SLF	RV	10.1	5.20	Cummins ISBe	3.9	135	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11t	12.3
Dart SLF	RV	10.7	5.81	Cummins ISBe	3.9	150	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11.5t	13.0
Super Dart	RV	11.4	5.95	Cummins ISBe	5.9	185	Allison T280	4 A	220	245/70R 19.5	Drum/Drum	13t	12.7
Super Dart gearbox options -				Voith D851.3									
Enviro200	RV	10.4	5.52	Cummins ISBe	3.9	150	Voith DV500	3 A		245/70R 19.5*	Disc/Disc	12.9t	11.6
Enviro200	RV	10.9	6.16	Cummins ISBe	3.9	150	Voith DV500	3 A		245/70R 19.5*	Disc/Disc	12.9t	11.6
Enviro300	RV	12.0	6.17	Cummins ISBe	5.9	220	ZF 5HP502	5 A	250	265/70R 19.5	Disc/Disc	14.4t	15.3
Enviro300	RV	12.5	6.69	Cummins ISBe	5.9	220	ZF 5HP502	5 A	250	265/70R 19.5	Disc/Disc	14.4t	15.3
*Enviro200 rear wheels/tyres 315/60R 22.5; Enviro300 gearbox options - Allison T280, Voith D854.3, ZF 6HP502													
Trident	RV	9.9	5.25	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident	RV	10.5	5.80	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident	RV	10.6	5.95	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident	RV	11.4	6.63	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident engine option - 260bhp rating. Gearbox options - ZF 4HP 502, 5HP 502													
Javelin	UV	12.0	6.25	Cummins ISCe	8.3	245	ZF S6-85	6 M	434	275/80R 22.5	Disc/Drum	18t	13.6
R300	RV	12.0	6.20	Cummins ISCe	8.3	300	ZF6S-1600	6 M	450	295/80R 22.5	Disc/Drum	18t	16.7
R345	RV	12.0	6.20	Cummins ISMe	11.0	345	ZF6S-1600	6 M	450	295/80R 22.5	Disc/Drum	18t	19.2
R420	RV	12.0	6.20	Cummins ISMe	11.0	420	ZF ASTronic	10 M	450	295/80R 22.5	Disc/Drum	18t	23.3

Coach distributors: Salvador Caetano (UK), Plaxton Coach Sales

IRISBUS (UK)	Iveco House, Station Road, Watford WD17 1SR Tel 01923 259660 Fax 01923 259623 www.irisbus.co.uk												
Agora Line	RV	12.0	6.12	Iveco Cursor 8	7.8	245	ZF 4HP502	4 A	250	275/70R 22.5	Disc/Disc	18t	13.6
DailyBus 50C 13	FV	6.4	3.75	Iveco 8140.43S	2.8	125	ZF S6-300	6 M	90	195/75R 16	Disc/Disc	5.4t	23.1
DailyBus 50C 13	FV	7.2	4.35	Iveco 8140.43S	2.8	125	ZF S6-300	6 M	90	195/75R 16	Disc/Disc	5.4t	23.1
DailyBus 65C 15	FV	7.2	4.35	Iveco 8140.43N	2.8	146	ZF S6-300	6 M	90	225/75R 16	Disc/Disc	6.5t	22.5
DailyBus 65C 15	FV	8.1	4.75	Iveco 8140.43N	2.8	146	ZF S6-300	6 M	90	225/75R 16	Disc/Disc	6.5t	22.5
Daily Logo	FV	8.5	5.04	Iveco 8140.43N	2.8	146	ZF S6-300	6 M	-	225/75R 16	Disc/Disc	7t	20.9
Scolabus 24	FV	12.0	6.57	Iveco Tector F4A	5.9	240	Allison MD3060	6 A	280	295/70R 19.5	Disc/Drum	15t	16.0
EuroMidi	FV	8.4	4.63	Iveco Tector F4A	5.9	210	Iveco 2855.6	6 M	200	225/75R 17.5	Disc/Drum	10t	21.0
MidiRider coach	RV	9.8	4.32	Iveco Tector F4A	5.9	264	ZF S6-85	6 M	200	265/70R 19.5	Disc/Drum	-	-
EuroRider	RV	12.0	6.15	Iveco Cursor 8	7.8	352	ZF 6S-1600	6 M	467	295/70R 22.5	Disc/Drum	18t	19.5

Gearbox option - EuroRider ZF 5HP592 automatic

MAN	Neoman Bus UK, Frankland Road, Blagrove, Swindon SN5 8YU Tel 01793 448356 Fax 01793 485260 www.neoman.co.uk												
Bus													
12.220 NL	RV	10.7	5.2	MAN D0826	6.9	220	Voith D851.3	4 A	150	265/70R 19.5	Disc/Drum	12t	18.3
14.220 NL	RV	11.3	5.8	MAN D0826	6.9	220	Voith D851.3	4 A	150	265/70R 19.5	Disc/Drum	14t	15.7
Gearbox option - ZF 4HP502													
18.220 NL	RV	12.0	5.88	MAN D0826	6.9	220	Voith D851.3	3 A	300	275/70R 22.5	Drum/Drum	18t	12.2
Coach													
12.220	RV	10.0	4.7	MAN D0826	6.9	220	ZF S6-36	6 M	150	255/70R 22.5	Drum/Drum	12.8t	17.2
14.280	RV	11.5	-	MAN D0836	6.9	280	ZF S6-1600	6 M	-	285/70R 19.5	Disc/Drum	14t	20.0
18.310	RV	12.0	-	MAN D2866	12.0	310	ZF S6-85	6 M	235	295/80R 22.5	Disc/Disc	18.2t	17.2
18.360	RV	12.0	-	MAN D2866	12.0	360	ZF S6-85	6 M	235	295/80R 22.5			

CHASSIS AND INTEGRALS

Make and model	Engine Position	Overall Length (m)	Wheelbase (m)	Engine	Cubic Capacity (litres)	Max Power (bhp)	Gearbox	Speeds	Fuel tank (litres)	Wheel/tire size	Brakes front/rear	Max GVW	Power/Weight ratio
NEOPLAN integral Mentor Coach & Bus, Euroway Estate, Hellaby, Rotherham S66 8QL Tel 01709 700600 Fax 01709 700007 www.mentorpic.com													
Euroliner N313SHD	RV	10.6	5.2	Mercedes OM441LA	11.9	290	ZF6S-1600	6 M	425	295/80R 22.5	Disc/Disc	18t	16.1
Euroliner N316SHD	RV	12.0	5.8	Mercedes OM441LA	11.9	340	ZF 6S-1600	6 M	425	295/80R 22.5	Disc/Disc	18t	18.9
Euroliner N316SHDL	RV	13.7	6.35	MAN D2860	11.9	410	ZF ASTronic	12 M	425	295/80R 22.5	Disc/Disc	26t	15.8
Starliner N516SHD	RV	12.0	5.55	Mercedes OM402LA	12.8	381	ZF 8S-180C	8 M	425	295/80R 22.5	Disc/Disc	25.5t	14.9
Starliner N516SHDL	RV	13.9	6.35	MAN D2860	11.9	410	ZF 8S-180C	8 M	460	295/80R 22.5	Disc/Disc	26t	15.8
Engine option - 460bhp rating, Gearbox option - ZF ASTronic													
Skyliner N122/3 dd	RV	12.0	5.55	Mercedes OM402LA	12.8	381	ZF 8S - 180C	8 M	620	295/80R 22.5	Disc/Disc	25.5t	14.9
Skyliner N122/3 dd	RV	12.0	5.55	MAN D2866	11.9	400	ZF 8S - 180C	8 M	620	295/80R 22.5	Disc/Disc	25.5t	15.7
Skyliner N122/3L dd	RV	13.7	5.55	MAN D2876	11.9	460	ZF ASTronic	12 M	620	295/80R 22.5	Disc/Disc	26t	17.7
OPTARE integral Optare Ltd, Manston Lane, Leeds LS15 8SU Tel 0113 264 5182 Fax 0113 260 6635 www.optare.com													
Aero AL01-4	FV	7.2	4.8	Iveco 8140.43	2.8	125	ZF6S-300	6 M	70/120	205/75R 17.5	Disc/Disc	6t	
Gearbox Option - ZF4HP22, four speed automatic													
Solo M780	RV	7.8	4.83	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Solo M850	RV	8.5	5.53	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Solo M920	RV	9.2	6.23	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Solo M990	RV	9.9	6.93	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Engine option - Mercedes 147bhp; Cummins ISBe 185bhp													
Tempo X1060	RV	10.57	4.95	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Tempo X1130	RV	11.28	5.66	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Tempo X1200	RV	11.99	6.37	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Tempo X1260	RV	12.60	6.99	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Engine option - Mercedes 275bhp, Gearbox option: Allison T310R five speed automatic													
SCANIA Scania Bus and Coach UK Ltd, Claylands Avenue, Worksop S81 7DJ Tel 01909 500822 Fax 01909 500165 www.scania.com													
K94IB 4x2	RV	12.0	5.83	Scania DC 902	9.0	260	Scania GR801R CS	7 M	465	315/80R 22.5	Disc	19.5t	13.3
(S-kool Coach only)	RV	12.0	5.83	Scania DC 903	9.0	300	ZF 5HP592C N	5 A	465	315/80R 22.5	Disc	19.5t	15.4
K114EB/IB 4x2	RV	12.0	5.83	Scania DC 1104	10.6	340	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc	19.5t	17.4
K114EB 4x2	RV	12.2	6.13	Scania DC 1104	10.6	380	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc	19.5t	19.5
K114EB/IB 6x2	RV	12.0	6.85	Scania DC 1104	10.6	340	Scania GR801R CS/OC	7/8 M	546	315/80R 22.5	Disc/Disc	25.0t	15.2
Gearbox option - ZF5HP602 automatic on K114													
K114EB 6x2*4	RV	13.5	8.15	Scania DC 1104	10.6	380	ZF 5HP602C HT	5 A	610	315/80R 22.5	Disc	26.5t	14.3
K124EB/IB 4x2	RV	12.0	5.83	Scania DC 1202	12.0	420	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc	19.5t	21.5
K124EB 6x2	RV	12.0	7.02	Scania DC 1202	12.0	420	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc/Disc/Drum	25.0t	21.5
K124EB 6x2*4	RV	12.8	7.24	Scania DC 1202	12.0	420	Scania GR801R CS/OC	8 M	465	315/80R 22.5	Disc	26.5t	14.3
K124EB 6x2*4	RV	13.5	8.15	Scania DC 1202	12.0	420	Scania GR801R CS/OC	8 M	610	315/80R 22.5	Disc	26.5t	14.3
L94UB 4x2	RV	12.0	6.0	Scania DC 901	9.0	230	ZF 5HP502C NBS	5 A	290	275/70R 22.5	Disc	19.1t	12.1
L94UA 6x2/2	RV	18.0	-	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	345	275/70R 22.5	Disc	28.6t	9.1
N94UB 4x2	RV	10.6	5.3	Scania DC 901	9.0	230	ZF 5HP502C NBS	5 A	365	275/70R 22.5	Disc	19.1t	12.1
N94UD 4x2	RV	10.6	5.3	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	260	275/70R 22.5	Disc	19.1t	13.6
N94UD 4x2	RV	12.0	6.0	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	260	275/70R 22.5	Disc	19.1t	13.6
CN94UB 4x2 Omni City	RV	12.0	6.0	Scania DC 901	9.0	230	ZF 5HP502C NBS	5 A	300	275/70R 22.5	Disc	19.1t	12.1
CN94UB 6x2/2 Omni City	RV	18.0	-	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	300	275/70R 22.5	Disc	28.6t	9.1
SETRA integral EvoBus (UK) Ltd, Ashcroft Way, Crosspoint Business Park, Coventry CV2 2SR. Tel 02476 626000 Fax 02476 626006 www.evobus.co.uk													
S315 GT HD	RV	12.0	6.08	Mercedes OM457LA	12.0	422	Mercedes GO190	6M	535	295/80R 22.5	Disc/Disc	-	-
S315 GT HD	RV	12.0	6.08	Mercedes OM457LA	12.0	422	ZF ASTronic	12M	535	295/80R 22.5	Disc/Disc	-	-
S415 HD	RV	12.0	6.08	Mercedes OM457LA	12.0	422	Mercedes GO190	6M	570	295/80R 22.5	Disc/Disc	-	-
S415 HD	RV	12.0	6.08	Mercedes OM457LA	12.0	422	ZF ASTronic	12M	570	295/80R 22.5	Disc/Disc	-	-
TOYOTA Toyota GB plc, Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UX Tel 01737 363633 Fax 01737 367730													
Optimo V	FV	7.6	3.94	Toyota 15 B FTE	4.1	135	Toyota	6 M	-	205/75R 17.5	Disc/Drum	6.7t	21.4
Coach distributors: A&D Coach Sales, Salvador Caetano UK, Holloway Commercials													
VAN HOOL Van Hool NV, Bernard Van Hoolstraat 58, B-2500 Lier, Belgium Tel 00 32 3 420 20 20 Fax 00 32 3 482 33 60 www.vanhool.be													
T917 Astron	RV	13.85	6.7	MAN D2866	12.0	460	ZF ASTronic	12 M	735	315/80R 22.5	Disc/Disc	-	-
VDL BUS Arriva Bus & Coach, Lodge Garage, Whitehall Road West, Gomersal, Cleckheaton BD19 4BJ Tel 01274 681144 Fax 01274 651198													
DB250 RS	RV	9.9	5.05	DAF PE183C	9.2	218	Voith D851.3	3 A	300	275/70R 22.5	Drum/Drum	17.4t	12.5
DB250 RS	RV	10.3	5.45	DAF PE183C	9.2	218	Voith D851.3	3 A	300	275/70R 22.5	Drum/Drum	17.4t	12.5
Engine option - 249bhp rating. Gearbox options - ZF 4HP500, 5HP500, Voith D854.3													
SB120	RV	9.4	4.3	Cummins ISBe	3.9	135	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	11.7
SB120	RV	10.2	5.2	Cummins ISBe	3.9	135	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	11.7
SB120	RV	10.8	5.8	Cummins ISBe	3.9	150	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	13.0
SB200	RV	11.8	6.0	Cummins ISBe	5.9	185	Voith D851.3	4 A	250	265/70R 19.5	Disc/Disc	14.4t	12.8
SB4000PF	RV	12.0	-	DAF PE228C	9.2	310	ZF 5HP592	5 A	430	295/80R 22.5	Disc/Disc	18t	17.2
SB4000XF	RV	12.0	-	DAF XE250C	12.6	340	ZF 5HP602	5 A	430	295/80R 22.5	Disc/Disc	18t	18.9
SB4000+ 3 axle	RV	12.0+	-	DAF XE250C	12.6	350	ZF 5HP602	5 A	195	80R 22.5	Disc/Disc	24t	14.6
VOLVO Volvo Bus Ltd, Wedgnock Lane, Warwick CV34 5YA Tel 01926 401777 Fax 01926 407407 www.volvoluses.volvo.co.uk													
B7R	RV	12.0	6.30	Volvo D7C	7.3	275	ZF 6HP550	6 A	300	295/80R 22.5	Disc/Disc	18t	15.3
Engine option - 290bhp rating. Gearbox option - Volvo EGS													
B7TL dd	RV	9.8	5.2	Volvo D7C	7.3	215	ZF 5HP502	5 A	270	275/70R 22.5	Disc/Drum	18t	11.9
B7TL dd	RV	10.3	5.7	Volvo D7C	7.3	215	ZF 5HP502	5 A	270	275/70R 22.5	Disc/Drum	18t	11.9
Engine option - 250bhp rating, Gearbox option - Voith D863.3													
B9TL 3-axle dd	RV	12.0+	-	Volvo D9C	9	340	ZF 6HP592	6 A	-	275/70R 22.5	Disc/Drum	23t	14.8
B7L sd	RV	12.0	6.0	Volvo D7C	7.3	215	ZF 5HP502	5 A	-	275/70R 22.5	Disc/Drum	18t	11.9
Engine option - 250bhp rating.													
B7LA	RV	18.0	-	Volvo D7C	7.3	275	ZF 5HP592	5 A	275	70R 22.5	Disc/Drum	28t	9.8
B7RLE	RV	12.0	-	Volvo D7C	7.3	275	ZF 5HP502	5 A	270	275/70R 22.5	Disc/Drum	18.9t	11.9
Merit	RV	10.8											

BODIES



Manufacturer and model	Structure	Nominal Length	Body Type	Chassis availability
---------------------------	-----------	-------------------	-----------	-------------------------

ALEXANDER Alexander Dennis, 91 Glasgow Road, Falkirk FK1 4JB
Tel 01324 621672 Fax 01324 632469

Pointer 2 ALX400	Aluminium Aluminium	8.8-11.4m 10.5m	LF Midi LF DD	Dennis Dart SLF VDL DB250LF, Dennis Trident, Volvo B7TL
---------------------	------------------------	--------------------	------------------	--

BERKHOF VDL Berkhof Valkenswaard, PO Box 585, 5550 AN Valkenswaard, De Vest 55, 5555 XP Valkenswaard,
The Netherlands Tel 00 31 40 208 2424 Fax 00 31 40 208 2425 www.vdlberkhof.com

Axial 50	Steel	12m	3.55m coach	Volvo B12M, B12B
Axial 70	Steel	12m	3.7m coach	Volvo B12M, B12B
Axial 100	Steel	12-13.5m	4m DD coach	Scania K114, K124, Volvo B12B

Coach Distributor: Volvo Coach Sales, Scania Bus and Coach UK

BEULAS UK Coach & Bus, Sandbeck Way, Hellaby, Rotherham S66 8QL
Tel 01709 705570 Fax 01709 705569 www.uk-cb.com

Midi-Star	Steel	9.8m	3.4m coach	Iveco MidiRider
Stergo E	Steel	12m	3.56m coach	Iveco EuroRider
El Mundo	Steel	12m	3.8m coach	Iveco EuroRider

CAETANO Salvador Caetano (UK) Ltd, Mill Lane, Heather, Leicestershire LE67 2QE
Tel 01530 263333 Fax 01530 263379 www.caetano.co.uk

Optimo V	Steel	7.5m	Midicoach	Toyota
Enigma	Steel	9.8m	3.2m coach	MAN 14.280
Enigma	Steel	12m	3.5m coach	Dennis R410, Volvo B12B, MAN 18.310

EAST LAMCS East Lancashire Coachbuilders Ltd, Lower Phillips Road, Whitebirk Industrial Estate,
Blackburn BB1 5UD, Tel 01254 504150 Fax 01254 504181 www.elcb.co.uk

Millennium	Alusuisse	8.8-12m	LF SD	Dennis Dart, MAN 14.220, Scania N94
Lolyne	Alusuisse	10.0-10.5m	LF DD	Dennis Trident
Vyking	Alusuisse	10.0-10.5m	LF DD	Volvo B7TL
Millennium LowLander	Alusuisse	10.3-12m	LF DD	VDL Bus DB250
OmniDekka	Alusuisse	10.6-12m	LF DD	Scania N94

EURO COACHBUILDERS Derrybeg Industrial Estate, Gweedore, Co Donegal, Ireland
Tel 00 353 75 31528 Fax 00 353 75 31930 www.eurocoachbuilders.ie

LX	Steel	8.3m	Midicoach	Mercedes Vario
V29/Pantera	Steel	8.3m	Midicoach	Mercedes Vario
Clady	Steel	10.3m	Coach	Mercedes Atego 1223L
School Bus	Steel	10.3m	SD	Mercedes Atego 1223L
E Lancs Millennium	Aluminium	8.8m	LF SD	TransBus Dart

Coach Distributor: Taylors PCV Sales

HISPANO Volvo Bus Ltd, Wedgnock Lane, Warwick CV34 5YA
Tel 01926 401777 Fax 01926 407407 www.volvobuses.volvo.co.uk

Habit	S'less Steel	12-18m	LF SD	Volvo B7L, B7LA
-------	--------------	--------	-------	-----------------

INDCAR UK Coach & Bus, Sandbeck Way, Hellaby, Rotherham S66 8QL
Tel 01709 705570 Fax 01709 705569 www.uk-cb.com

Maxim 2	Steel	8.4m	Midicoach	Iveco EuroMidi
---------	-------	------	-----------	----------------

IRIZAR Scania Bus and Coach UK Ltd, Claylands Avenue, Worksop S81 7DJ
Tel 01909 500822 Fax 01909 500165

Intercentury	Steel	12m	3.2m coach	Scania K114
Century Style	Steel	12m	3.5m coach	Scania K114
Century Club	Steel	12m	3.5m coach	Scania K124
Century Topline	Steel	12m	3.5m coach	Scania K124
PB	Steel	12.2m	3.5m coach	Scania K124
S-Kool	Steel	12m	3.2m school coach	Scania K94

JONCKHEERE Volvo Coach Sales, Brisco Avenue, Loughborough LE11 5HP
Tel 01509 217777 Fax 01509 260978 www.jonckheere.be

Mistral 30	Steel	12m	3.2m coach	Volvo B7R
Mistral 50	Steel	12m	3.5m coach	Volvo B12M, B12B
Mistral 70	Steel	13.7m	3.7m coach	Volvo B12B

BODY TYPES: DD DOUBLE-DECK; SD CONVENTIONAL SINGLE-DECK, LF LOW-FLOOR

BODIESManufacturer
and model

Structure

Nominal
Length

Body Type

Chassis
availability**MARCOPOLO**BASE, Sandy Way, Holmeswood, Ormskirk, Lancashire L40 1UB
Tel 01254 685599 www.basecoachsales.co.ukViaggio 330
Viaggio 330
Viaggio 350
Viaggio 370Steel
Steel
Steel
Steel9.9m
12m
12m
12m3.3m coach
3.5m coach
3.5m coach
3.7m coachMAN 12.220
MAN 18.310, VDL Bus SB4000
MAN 18.310, 18.360, VDL Bus SB4000
MAN 24.410**MCV**MCV Bus and Coach, Stirling Place, Elean Business Park, Sutton, Ely CB6 2QE
Tel 01353 773000 Fax 01353 773001Evolution
EvolutionS'less steel
S'less steel9.8-10.2m
11.2mLF SD
LF SDMAN 12.220
MAN 14.220**NOGE**Mentor Coach & Bus, Euroway Estate, Hellaby, Rotherham S66 8QL
Tel 01709 700600 Fax 01709 700007 www.mentorplc.comCatalan 320
Catalan 350
Catalan 370Steel
Steel
Steel10m
12m
12m3.2m midi-coach
3.5m coach
3.7m coachMAN 13.220
MAN 18.310, 18.350
MAN 24.410**OPTARE**Optare Ltd, Manston Lane, Leeds LS15 8SU
Tel 0113 264 5182 Fax 0113 260 6635 www.optare.comBonito
Soroco
Soroco Plus
Nouvelle
Solera Corta
Solera SRSteel
Steel
Steel
Steel
Steel
Steel6.7m
6.5m
7.7m
8.4m
8.3m
9.95mMinicoach
Minicoach
MidiCoach
MidiCoach
Coach
CoachFord Transit FT 350EL
Mercedes Benz Sprinter
Mercedes Benz Sprinter
Mercedes Benz Vario
Mercedes Benz Atego 12.23L
Mercedes Benz Atego 12.23L

Coach distributors: AWCS, Bob Vale, Holloway Commercials, Yorks.

PLAXTONPlaxton, Eastfield, Scarborough YO11 3BY
Tel: 01723 581500 Fax: 01723 581328Beaver 2
Cheetah
Profile
Paragon
PantherSteel
Steel
Steel
S'less Steel
S'less Steel7.8-8.5m
8.5m
12m
12m
12mMidi
Midicoach
3.2m coach
3.5m coach
3.5m coachMercedes Vario
Mercedes Vario
Dennis Javelin, Volvo B7R
Volvo B12M, B12B, Dennis R, Iveco Eurorider
Volvo B12M, B12B, Dennis R, Iveco Eurorider

Coach distributors: Plaxton Coach Sales, Volvo Coach Sales

SC COACHBUILDERSSC Coachbuilders, Hambledon Road, Waterlooville, Hampshire PO7 7UA
Tel: 01705 258211 Fax 01705 255611 www.caetano.co.uk

Nimbus

Aluminium

8.8-11.4m

LF

Midi

Dennis Dart

SITCARMoseley (PCV) Ltd, Elmsall Way, Dale Lane, South Elmsall, Pontefract, West Yorkshire WF9 2XS
Tel 01977 609000 Fax 01977 609900 www.moseleycoachsales.co.uk

Beluga

Steel

8.3-8.5m

Midicoach

Mercedes Vario

SUNSUNDEGUIVolvo Coach Sales, Brisco Avenue, Loughborough LE11 5HP
Tel 01509 217777 Fax 01509 260978 www.volvobuses.volvo.co.ukSideral
SideralSteel
Steel12m
12m3.2m coach
3.5m coachVolvo B7R
Volvo B12M, B12B**VAN HOOL**Van Hool NV, Bernard Van Hoolstraat 58, B-2500 Lier, Belgium
Tel 00 32 3 420 20 20 Fax 00 32 3 482 33 60 www.vanhool.be

Alizee

Steel

12m

3.47m coach

VDL Bus SB4000, Scania K114/K124,
Volvo B12M, B12B

Coach distributors: Arriva Bus & Coach, Moseley, Scania Bus & Coach

WRIGHTBUSWrightbus Ltd, Galgorm Industrial Estate, Fenagh Road, Ballymena BT42 1PY
Tel 02825 641212 Fax 02825 649703 www.wright-bus.comCadet
Commander
Solar
Solar Fusion
Eclipse Metro
Eclipse Urban
Eclipse Commuter
Eclipse Fusion
Eclipse Gemini
Pulsar GeminiAluminique
Togged
Alumin9.4-10.8
11.8m
12m
18m
12m
12m
12m
18m
10.1-10.6m
10.3mLF Midi
LF SD
LF SD
LF artic
LF SD
SD
LF artic
LF DD
LF DDVDL Bus SB120
VDL Bus SB200
Scania L94UB
Scania L94UA
Volvo B7L
Volvo B7RLE
Volvo B7RLE
Volvo B7LA
Volvo B7TL
VDL Bus DB250

UNBELIEVABLE
UNBEATABLE
UNMISSABLE

17 SEATER VAUXHALL MOVANO MINIBUS



ONE AMAZING PRICE **£15683** THREE 5 YEAR DEALS

Hire Purchase

Lease

Contract Hire

VAT 17.5% = 2744.53 100% RECOVERABLE
RD TAX = 203.00 12 MTHS
TOTAL DEPOSIT = 2947.53 REQUIRED

ONLY
£500 +VAT
(587.50)

ONLY
£500 +VAT
(587.50)

ONLY
£89 P/WEEK
NO BALLOON
NO MILAGE RESTRICTIONS
END OF TERM

ONLY
£75 +VAT P/WEEK
NO BALLOON
NO MILAGE RESTRICTIONS
END OF TERM

ONLY
£279 +VAT
MONTHLY
GIVE IT BACK
10000 MILES PER YEAR

- 3-yr manufacturers warranty & RAC
- Alarm & Immobiliser
- M1 Tested seating c/w all age lap & diagonal seatbelts
- Hi. Visibility Grab handles to all passenger service exits/entrances
- Rubber non-slip flooring
- Superb functionality and reliability
- Spares available for the life of the vehicle
- Technical back-up and help-line
- Passenger capacity 16
- Stepped side load door access
- 14 M1 Tested seats c/w all age lap & diagonal seatbelts in rear passenger compartment
- PSV COMPLIANCE CERTIFICATE issued with each vehicle
- Illuminated Emergency exit to rear
- PSV compliant Fire Extinguisher
- PSV compliant First Aid Kit
- Electric Windows
- Lighting to all service exits/entrances
- Electric heated windows
- Compact disc player
- Remote central door locking
- ABS

TAXI

Fiat Scudo 2.0 JTD SX

From only
£13,500
+VAT +RFL



Vansdirect.net
01443 67 00 00

40+MPG, 109 BHP, Low Deposit

6/7 Seats. Stepped rear facing flip-up seat kit M3 tested. Triple forward facing M1 tested seat with special legs for tracking (allowing seat to be moved back when you are carrying a wheel chair or moved forward to carry luggage behind). Front passenger flip-up seat allowing for more luggage space. Tracking and seat tracking clamps. Wheel chair clamps & seat belt. Wheel chair ramps, fire extinguisher & first aid kit.

**FREE UK
DELIVERY**

TAXI
DIRECT FOR THE CHEAPEST QUOTE
ON TAXI INSURANCE CALL
0870 990 8966

OPTARE**Optare Alero**

Limited number of stock and pre-owned vehicles available.

Various specifications - ALO2 with destination canopy and ALO3 with multi wheelchair capacity.

Stylish modern design for instant passenger appeal.

Composite body with stainless steel structure for long life.

Full low floor with kneeling suspension and manual fold out entrance ramp for rapid passenger boarding.

Floor tracking allowing easy relocation of seats to suit a multitude of operational requirements.

Full passenger compartment climate control system for optimum comfort.

Power operated entrance door.

Seating capacities from 12 plus wheelchair up to 16.

Choice of colours.

Full MOT's on pre-owned units.

CALL NOW FOR FURTHER INFORMATION AND PRICESNeil Widdowfield - Mobility Division Sales Director: **0774 811 8608** Steph Baker - Regional Sales Manager: **0776 462 8885**

Optare Mobility Sales, Denby Way, Hellaby, Rotherham, S66 8HR Telephone 01709 535 100 e-mail mobilitysales@optare.com Website www.optare.com

A division of Optare Group Ltd. Registered Office: Manston Lane, Leeds, LS15 8SU.

Trade-up with EvoBus and we'll guarantee you the best deal

£20,000 minimum guaranteed part exchange value against all these vehicles

2001 "Y"
Mercedes 0404
Hispano Vita

51 recliners, crew seat, belts, auto transmission, air con, webasto, retarder, centre toilet

£125,950

2001 "51"
Mercedes 0404
Hispano Vita

49 recliners, crew seat, belts, manual transmission, air con, webasto, retarder, centre toilet

£125,950

2000 "W"
Mercedes 0404
Hispano Vita

49 recliners, crew seat, belts, EPS transmission, air con, webasto, retarder, centre toilet

£109,950

2000 "X"
Mercedes 0404
Hispano Vita

49 recliners, crew seat, belts, auto transmission, air con, webasto, retarder, centre toilet

£109,950

2000 "W"
Mercedes 0404
Hispano Vita

51 recliners, crew seat, belts, auto transmission, air con, webasto, retarder, centre toilet

£109,950

2003 "03"
Mercedes-Benz Touro

48 reclining seats, crew seat, belts, air con, cruise, retarder, webasto, twin monitors

£159,950

Original Parts tested to OmniPlus QualityContact us now for our latest parts campaign prices and save £££'s on selected lines
Call Dave on 024 76 626 017**EvoBus UK**

Cross Point Business Park, Coventry CV2 2TU

OMNIplus

Services for your Mercedes-Benz and Setra

Tel: 02476 626000**Web:** www.evobus.co.uk

Marcopolo Viaggio DDA Compliant Vehicles

MAN 18.360 Auto

Marcopolo Viaggio 350

5 seats + A/C + Wheelchair Lift

MAN 18.360 Auto

Marcopolo Viaggio 330

7 or 70 seats + Wheelchair Lift



New Vehicles

						Prices from
In Stock	MAN 18.310 (Auto)	Viaggio 350 A/C		55	White	£ 165,000
In Build	MAN 18.310 (Auto)	Viaggio 330 (MTB 3+2)		70	White	£ 149,500
Sold	MAN 18.310 (Auto)	Viaggio 330		57	White	£ 142,500

ALSO IN BUILD

37 seat MAN 18.220 Auto
Viaggio 330 with A/C

55 seat MAN 18.360 Auto
Viaggio 350 with A/C

55 seat VDL SB4000 PF Auto
Viaggio 350 with A/C

57 seat MAN 18.310 Auto
Viaggio 330



49 seats

£109,000 + VAT

Iveco Eurider 350 Auto
Beulas Stergo A/C Exec
First Registered Apr '00
MoT Expiry Apr '05

W4 HWD



53 seats

£119,000 + VAT

Iveco Eurider 290
Beulas Stergo A/C
First Registered Apr '00
MoT Expiry Apr '05

W803 AAY



57 seats

£129,500 + VAT

MAN 18.360 Auto EX-DEMO
Marcopolo Viaggio 330
First Registered Mar '04
MoT Expiry Feb '05

PN 04 NPC



55 seats

£149,500 + VAT

MAN 18.360 Auto Ex-Demo
Marcopolo Viaggio 350
First Registered Mar '04
MoT Expiry Mar '05

PN 04 PFX



49 seats

£109,000 + VAT

Scania L94 Auto
Van Hool Alizee T9 A/C Exec
First Registered Sept '99
MoT Expiry Aug '05

V4 HWD



49/53 seats

£110,000 + VAT

Scania L94 Auto
Van Hool T9 A/C Exec
First Registered Sept '00
MoT Expiry Aug '05

X4 HWD



49 seats

£129,000 + VAT

Scania K124 C/Shift
Van Hool Alizee T9 A/C Exec
First Registered Mar '01
MoT Expiry Mar '05

Y42 HHE



51/53 seats

£129,000 + VAT

Volvo B10M Auto
Jonckheere Mistral A/C Exec
First Registered Jan '01
MoT Expiry Dec '05

X466 KUT

For further details or a full stock list please contact

Head Office: Ian Hall 01254 685599

Southern Office: Steve Swain 01342 718890

or check the web-site www.basecoachsales.co.uk

MERCEDES-BENZ BUS & COACH PARTS

**M
E
R
C
E
D
E
S

B
U
S
&
C
O
A
C
H

P
A
R
T
S**

We stock a large range of high quality used Mercedes-Benz bus, coach, van and truck spares to suit: 207D, 307D, 208D, 308D, 408D, 410D, 507D, 508D, 608D, 609D, 709D, 711D, 811D, 814D, Sprinter, Vario 814D, 810D, 612D, 614D, Atego 815, 817 other models also available.

WE ARE ONE OF THE LARGEST USED MERCEDES-BENZ DEALERS IN THE UK.

So you will find our stock of engines, axles, gearboxes, springs, wheels, cabs, doors, panels, injector pumps, blocks, cranks, heads, propshafts etc huge!

We accept major credit cards so you can have that much needed part within 24 hours.

ALL OUR PARTS ARE GUARANTEED AND ON THE SHELF READY TO GO.



ERITH COMMERCIALS

Tel: 01322 290921 - Fax: 01322 290049

E-mail: m-benz@erithcommercials.co.uk
www.erithcommercials.com

WORLDWIDE EXPORTERS

MERCEDES-BENZ BUS & COACH PARTS



A Family Business
Established 1921



WWW.MINIBUS-SALES.CO.UK MINI BUS & MINI COACHES

NEW

LDV Convoy 90 PS H/R	£15,750
LDV Convoy 75 PS H/R	£15,250
LDV Convoy 75 PS School spec.	£17,350

USED

04 (04) Ford Transit 17 seat minibus, 125PS, 8000miles, COIF/PSV	£18,750
04 (04) Ford Transit 17 seat minibus, 90PS, 8000miles, COIF/PSV	£18,250
03 (53) Ford Transit 17 seat minibus, 90PS, 16000miles, COIF/PSV	£16,995
03 (03) Ford Transit 17 seat minibus, 90PS, 21000miles, COIF/PSV	£16,495
03 (53) LDV Convoy 17 seat minibus, 90PS, 12828miles, COIF/PSV	£12,750
03 (53) LDV Convoy 17 seat minibus, 90PS, 17771miles, COIF/PSV	£12,750
03 (03) LDV Convoy 17 seat minibus, 90PS, 24000miles, Tow Bar Tachograph, easiclean vinyl floor. In Red	£11,995
02 (52) LDV Convoy 17 seat minibus, 90PS, 8263miles,	£10,995
02 (02) LDV Convoy 17 seat H/R 32331miles 75PS	£9,500
02 (02) Ford Transit 18 seat M/H/R LWB. Twin s/l Doors choice	£10,750
01 (Y) LDV Convoy 17 seat minibus, 75PS, 52722miles,	£7,950
P (97) LDV Convoy 17 seat L/R COIF/PSV	£3,500
N (96) LDV 400 3.5T 17 seat L/R 80000KLMS NEW MOT	£2,400

WHEELCHAIR ACCESSIBLE

02 (02) LDV Convoy Hi Roof Wheelchair Accessible Minibus 2.4 Duratorque D, 8 seats or 6 passengers + 2 wheelchairs. Underfloor chair lift, electric side load doorsteps 29,591 miles	£13,750
N (96) Iveco 35/10 Wheelchair Accessible Devon Conversion, Welfare Bus. 15 seats with Unwin Tracking Throughout. Underfloor chair lift, 69,000 miles	£6,495
03 (03) LDV Convoy 3.85t Semi Accessible 17 seat Minibus with Ratcliff Underfloor chair lift. Unwin tracking to accommodate 2 wheelchairs. 8145miles	£15,250

The above vehicles are subject to VAT. Finance and extended warranties are available.

All used vehicles come with 12 months MOT/PSV

ROCKHILL ROAD, PONTYPOOL, SOUTH WALES NP4 8AN
10 minutes Junction 25A off M4 Motorway

RING HAYDEN SKINNER ON

Tel: 01495 757111 • Mob: 07850 739446
or visit our website: www.minibus-sales.co.uk

**M
E
R
C
E
D
E
S

B
U
S
&
C
O
A
C
H

P
A
R
T
S**

CHEAPIES!

SERVICE BUSES & COACHES

- 03/03 **SLF DART**. Rare opportunity to buy a one owner 7/03 registered 10.7m SLF Dart with only 26,000 recorded miles! Various seating / wheelchair configurations. Immaculate! £75,000
- 92/J **DARTS**. Excellent 9.8m examples with the strong Wright Handybus body. 40 seats plus standing. All with good tests, later style screens, split steps and some retrimmed and with Reduced Pollution Certificates. These won't hang around for long! From £9500
- 90/G **OLYMPIANS / CUMMINS** L10 / ZF. Big 78 seaters + 17 standing. One owner, nice tidy bodies and interiors. Extremely sought after specification and go really well! **ONLY ONE LEFT NOW!** Currently being prepared for test. Reserve now. £19500
- 83/Y **TITAN** Unusual single door 66 seater with Gardner turbo. Retrimmed. Recent test. This is one owner vehicle and drives really well! Not your usual Titan! From £4950
- 83/Y **TITANS**. Single-doored. Good strong buses. Various layouts. Some are one owned and straight from well regarded municipal owner. Still the best riding deckers! From £3500
- 80-82 **METROBUSES**. One municipal owner. Single doored. Mechanically exceptional and most have long tests. Some are 4-speed with higher speed diffs so a bit special! From £3250
- 94/reg **GREENWAYS**. 11.6m 49 seat Volvo powered examples. Two only, one of which has rare dual-pu pose seating. Bus seated one has recently been tested. We rate these! From £5500
- 93/reg **GREENWAYS**. 10.6m 41 seat Gardner 6HLXB powered examples in very good shape throughout. Semi-auto, excellent interiors. Always sought after. Various tests. Our biggest sellers and the best value heavy duty single-deckers on the market From £2500
- 94/reg **GREENWAYS**. Last few available. Superb 10.6m Gardner/ZF dual-door examples in great shape. Fully auto with retarders. Semi-standee interiors with seating for 24 + 48 standing. Ideal for airport, docks or shuttle work, or will up-seat easily From £3500
- 95/reg **NATIONAL 'URBAN BUS'** Rare Cummins / Allison powered rebuilt National. Very tidy 49 seat + 24 standing interior. Drives like a heavyweight Dart! Reliable beast which is known as 'Frankenstein' due to its hybrid content. Great spare bus £2500
- 86-9 **LYNX / TL11 or GARDNER**. Choice of untested ones needing some TLC. To clear From £1500
- 80-83 **METROBUSES, TITANS & OLYMPIANS**. Always a selection available. From £2500
- 77/S **UNUSUAL LEOPARD**. Re-bodied in the mid-80's with a Berkhof Esprite. Semi-auto, Excellent 49-seat interior. This is an absolute gem to drive and looks great too SOLD
- 80-83 **MK1 / MK2 NATIONALS**. Last few left. Gardner and Leyland engines. Various specs. From £7500
- 1985 **RENAULT DODGE**. Driver training bus. Fully auto. Runs well. To clear £500
- OPEN TOPPERS**
- 71/81 **VARIOUS**. Bristol VR's and Atlanteans. Assorted specs, tests and prices. RING!
- 84/A **TITAN**. Marketing / hospitality unit. Semi open-top with enclosed upper forward saloon. Engine just rebuilt. New test. Hard to find these sort of conversions for non-PSV use RING!
- VINTAGE**
- 1965/8 **ROUTEMASTERS**. Big 72 seat LWB versions with Cummins re-power. From a well regarded source and in excellent shape. Some tested. Not the cheapest ones around but then you get what you pay for and these are selling out fast. **LAST FEW!** RING!

PRICES ARE PLUS VAT AND SOME VEHICLES MAYBE ON CONTRACT TYRES.
ALL RUNNING VEHICLES ARE FULLY GUARANTEED TO THE GATES OF OUR YARD.
NO MUD, NO MISDESCRIPTIONS & NO EXTRA CHARGE FOR GRAFFITI, MOULD & ETCHED GLASS!

ALWAYS A FURTHER CHOICE OF VEHICLES AVAILABLE OR SOURCED TO ORDER. WE ARE ENTHUSIASTS OFFERING A POLITE & FRIENDLY SERVICE WHICH IS WHY MORE THAN 50% OF OUR BUSINESS IS REPEAT.



MIKE NASH
BRITISH BUS SALES

**Tel: 07836 656692 or
01306 628001 & Fax**

NORMAL OFFICE HOURS ONLY PLEASE

www.britishbussales.co.uk
nashionalbus1@btconnect.com

SITUATED JUST 5 MINUTES FROM M25 J10 (A3 SURREY).

VIEWING IS STRICTLY BY APPOINTMENT ONLY

Britain's premier minibus selection

Direct from the UK's leading vehicle adaptation specialist

Welcome to Britain's most extensive range of standard & wheelchair accessible minibuses, designed to meet a wide range of transport needs. Whatever the nature of your business, we have the make, model and specification to meet your needs.



Volkswagen Transporter

- Variable seating arrangements
- 5 years unlimited mileage warranty
- Optional wheelchair access (ramp or tail-lift)

UNBEATABLE PRICES

9 seat	from	£16,195 + VAT
12 seat	from	£17,995 + VAT
15 seat	from	£20,195 + VAT
17 seat	from	£20,495 + VAT

Peugeot Eurobus
Exclusively available from Allied Vehicles



Volkswagen Caravelle



Peugeot Eurobus
Exclusively available from Allied Vehicles



Mercedes Sprinter



Ford Transit



Peugeot Eurobus
Exclusively available from Allied Vehicles



Peugeot
MONARCH

Available exclusively from Allied Vehicles

Allied Vehicles - exceptional quality; exceptional choice; unbeatable value.

**PRICE BREAKTHROUGH!
£1000 CASHBACK**

FAST LANE

Available for Immediate Delivery

PEUGEOT MONARCH

9 seat, 250 low roof, 2.0 HDi, white	£16,195 + VAT
9 seat, 250 low roof, 2.0 HDi, aluminium	£16,495 + VAT
12 seat, 290 roof roof, 2.0 HDi, white	£17,995 + VAT
12 seat, 290 low roof, 2.0 HDi, aluminium	£18,295 + VAT
10 seat, 2 wheelchair, 290 SWB, high roof, 2.0 HDi, white	£19,955 + VAT
7 seat + 3 wheelchair + hydraulic tail lift, 350 LWB, high roof, 2.0 HDi, aluminium	£23,600 + VAT

Call now for our full stock list



Citroen Relay



Iveco Daily

Allied Vehicles

Driving For Perfection

Freephone 0800 916 3086

www.alliedvehicles.co.uk/bus

2000 W Iveco 35 CII MWB

Hi-roof panel van, 68,000kms, front lower entry door, rear under slung tail-lift, 7 seater + 2 wheel chairs, 1 company owner, diamond white paintwork, very good condition, roof lights, sky light. Must be viewed.

£12,995 + VAT

All credit cards accepted

Parkway Commercials

Tel: 0208 759 3969

Mob: 07766 670 411

07831 312879

**N. Ireland
1997 Mercedes
Plaxton Beaver
814 Vario**

33 seater, retrimmed inside, 1 year ago. Curtains & carpets, resprayed in white. Beautiful bus all round.

£18,750 + Vat ono

Tel: 02890 742444

1999 V reg Mercedes Cheetah

25 recliners, video CD/radio/PA system, hot water boiler, MoT November 2005
£52,000 o.n.o + VAT

J reg 1992 Bova Futura

53 recliners, new engine fitted summer 2004, to et v deo/radio/tape MoT August 2005

£45,000 o.n.o + VAT

Both vehicles in very good condition.

Freeway Travel

07771 811 247 (Manchester)

**1996 (P) Mercedes
Benz 814 Buscraft**

26/28 seats, tables, toilet, drinks, tv, video, courier seat, curtains, luggage, luggage racks, forced air.

£20,000+VAT ono

Commercial Coaches

Tel: 01642 251111, John

Mobile: 07764 279938



HOLLOWAYS OPTARE

For the Biggest and Best Selection of New and Used Minibuses and Midi Coaches

CHECK OUT OUR WEBSITE

www.hollowaycommercials.co.uk

01902 636661



'96 AND '98 VOLVO B10M

CAETANO ALGARVE

MK II 53/49 WITH W.C.

USUAL SPEC, BOTH

MOT'D TILL NOV.2005.

£50,000 o.n.o ('96)

£65,000 o.n.o ('98)

TEL: 01464 861212 OR

07831173681

**95 M Ford Transit 190
Minibus**

25,000 kms, sliding lower entry door, rear underslung tail lift, double doors, 3 point seatbelts, direct council bargain

£4,895 + VAT

All credit cards accepted

Parkway Commercials

Tel: 0208 759 3969

Mob: 07766 670411

07831 312879

99 T Ford Transit 120

SWB disable bus, 58,000 miles, rear tail lift (Ricon) 51 d, long 2005 MOT. Choice of two, white paintwork. Very good condition.

£7,750 + VAT

All credit cards accepted

Parkway Commercials

Tel: 0208 759 3969

Mob: 07766 670411

07831 312879

1997 P Mercedes 709

24 seater coach, 48,000 miles, warranted mileage, 7 months tax, front air door, rear double air doors, underslung tail lift, Unwin tracking, 1 owner, sky lights, roof lights. Mint condition throughout.

£11,995 + VAT

All credit cards accepted

Parkway Commercials

Tel: 0208 759 3969

Mob: 07766 670 411

07831 312879

**2001 Volvo B10M
Plaxton Paragon,**

49 full exec with air con, new MoT, excellent condition throughout, average mileage

£120,000ono + VAT

Tel: 01780 481367
07730 986051

COACHES AVAILABLE

1996 IVECO BEULAS, 49 seats, full spec, MOT June 05

2000 MAN 24,400 Catalan 370 Executive Noge, 49 seats, full spec, 12 months MOT

1994 Scania R113 CRB Van Hool, 49 seat executive, automatic

2000 Volvo BR7 Plaxton Prima, 53 seats, automatic

For full specifications please visit

www.closeassetfinance.co.uk

Contact

ANN SOAR 01283 742585



**IRIZAR 1998 SCANIA - TRI-AXLE
£67,000 PART EXCHANGE CONSIDERED**



Air con, 51 reclining seats, video monitor, wash room, drinks fridge, all usual facilities, long MoT. May part exchange.

Last remaining, reduced to sell.

Please contact Clifford on 020 8985 4411

LJ EDWARDS



**1997 (P) DAF Bova Futura 49 Seater Executive Coach, Air/Con, New MOT
£62,500 + VAT ono**

**1999 (T) DAF Bova Futura 49 Seater Executive Coach, Air/Con, New MOT
£82,500 + VAT ono**

2000 (W) Scania Van Hool Alizee T9 49 Seater Executive Coach, Air/Con, New MOT £95,500 + VAT ono

For further details, Call John Edwards on Hailsham 01323-440622 or 07974-369570

All Coaches are in excellent condition, maintained to our usual high standard, available now and ready to work.

JOHNSONS COACH TRAVEL OFFER FOR SALE THE FOLLOWING

2001 Toyota/Caetano Optima V, 22 seats with belts, MOT 3/8/05 and new engine fitted in July 03. Six speed gearbox.....**£38,000 + vat**

1999 Plaxton Cheetah/Mercedes, 25 seats with belts, MOT 11/2/05. Power door, courier seat, radio p/a.....**£37,950 + vat**

1987 Bova Futura/DAF FHD, 49 seats with belts, MOT 3/3/05, radio p/a.....**£19,950 + vat**

1989 Bova Futura/DAF FHD, 49 seats with belts, MOT 21/10/05, radio p/a.....**£22,500 + vat**

All vehicles are well maintained, can be put in base colour and are available now. No "sensible" offer refused. New vehicles arriving.

Contact Peter Johnson on 01564 797000 or 07979 245033

1995 Man EOS, 49 str exec video monitor, toilet, tea machine, new Mot 2006, any trial....**£55,000 ono + VAT**

1998 DAF Bova, 49 str exec video monitor, toilet, tea machine, air con, Telma retarder, new Mot 2006, any trial....**£85,000 ono + VAT**

1990 709 Merc, 29 coat seats, MoT July 2005, 814 turbo engine, any trial....**£7,500 ono + VAT**

Merc 220 Elegance, Sept 2002, 26,000 miles, one lady owner, automatic cruise control, elec seats, elec mirrors, central locking, air con, cd player....**£17,500 ono**

Mitsubishi L200 Cabster, July 2003 diesel....**£11,750 ono + VAT**

1981 Bedford Duple, 53 seater, belted, MoT Sept 2005....**£3,250 ono + VAT**

1983 Volvo B10M Berkof, 49 str toilet, tea machine, MoT Aug 2005....**£9,000 ono + VAT**

All above vehicles in daily use and any trial or inspection Contact 01443 435805 or 07966 228907 ask for Gary

Due to fleet upgrade
RED KITE TRAVEL of ST HELENS
have the following Coach for sale:

1989 F Reg LEYLAND TIGER 24S PLAXTON 3200

Manual box, 53 seats, MoT November 2005, straight coach, good workhorse, in daily use.

£9,950 ono + VAT

For further details or to view contact
Mark on 01744 616181
or 0779662889

ALAN DAWNEY HOLIDAYS

1995 DENNIS JAVELIN PLAXTON PREMIERE

Air conditioned, 48 seats plus courier with seatbelts, rear servery, boiler, fridge, toilets, TV/video, radio PA, carpets, curtains, euroliner wheel trims, white with stick on graphics, only used on our own brochure tours, ready to work straight away. **£37,500 + VAT**

2 X 1998 VOLVO B10M CAETANO ENIGMAS

49 seats, courier with seat belts, centre servery, boiler, fridge, toilet, TV/video, radio PA, carpets, curtains, electric driver and courier windows, new MOT, white with stick on graphics, only used on our own brochure tours, ready to go straight to work. **£80,000 + VAT EACH**

01795 662688 (Kent)

Possible day and tour work available with either of these vehicles.

WARRINGTON BOROUGH TRANSPORT LIMITED

3 X LEYLAND OLYMPIANS

First registered in 1984

For further details contact
Damian Graham

**Tel:
01952 63426**

MERCEDES 709D

25 seats, full coach spec, belts, power door, new seats, 1991 on J plate, MOT until December 2005
£8,250+VAT

MERCEDES 709D

25 seats, full coach spec, belts, power door, re-trim, 1990 with private plate, narrow body MOT until January 2006
£4,750+VAT

IVECO FORD

25 seats, new generation, service bus belts, power door, 1993 on K plate, MOT until December 2005
£4,750+VAT

**Telephone 01606 882760
Mobile 0784 111 0426**

01775 711777

FOR SALE

1987 MKII VOLVO B10M PLAXTON PARAMOUNT
3500 49 retrimmed, reclining seats with belts + courier seat, centre toilet, full MOT, all white £11,950

1987 MKII VOLVO B10M VANHOOL
51 retrimmed, reclining seats with retractable belts + courier seat. Centre toilet, fridge, boiler, all white, full MOT £19,500

1988 MKII VOLVO B10M VANHOOL
57 retrimmed, reclining seats with retractable belts + courier seat, all white £21,000

1989 MKII VOLVO B10M JONCKHEERE PS99
Low driver, 53 retrimmed, reclining seats with retractable belts + courier seats, rear toilet, deauville front + rear. All white. Long MOT £22,950

1991 MKIII VOLVO B10M VANHOOL
51 retrimmed, reclining seats with retractable belts + courier seat, centre toilet, boiler and video, webasto (new Volvo engine + recon box 3/4 years ago). All white. Full MOT £28,450

1995 MKIV VOLVO B10M JONCKHEERE
Fully working air-con, 53 retrimmed, reclining seats + courier seats with retractable belts. Rear toilet + boiler, video, webasto, alloy wheels, all white, full MOT £54,950

1996 MKIV VOLVO B10M JONCKHEERE
51/53 reclining seats and courier seat with demountable centre toilet, fridge, video £57,500

1999 'V' BMW 323i SE Blue with black leather 89,000 miles with FSH, Alpine style alloys £7,500 (NO VAT)

1x Set of 49 PLAXTON PARAMOUNT SEATS
From 1988 vehicle. Fully retrimmed as new exchange back rests + seats, cushions + roof trim £1,000 or outright with retractable belts £1,800

1x DRINKMASTER COFFEE MACHINE
Brand new, never been out of box £280

ALSO BREAKING MKII VOLVO B10M PLAXTON
Paramount, 49 seats including centre box, back axle + glass

All Prices plus VAT

**For full details call Paragon Travel
Tel: 01889 569899**

nextBUS RENTAL



MERCEDES 709 - 814 BUS RENTAL

16 - 33 SEAT

3 POINT/LAP BELT OPTIONS

DIPTAC SPEC OPTION

NO MINIMUM RENTAL PERIOD

nextBUS Ltd - Chippenham, Wilts

Tel: (01249) 462462 www.next-bus.co.uk

EDINBURGH COACH LINES LTD

Brand New:- The new LX 29 on Mercedes 0814 chassis as seen at the bus & coach show. This has 29 reclining seats air-conditioning, tv/dvd, radio/pa system and 3 point seat belts. Also fitted with retarder/brake exhauster. Priced at £87,500.

1989 Setra S215HD (White)	49 reclining seats, toilet, fridge, radio & pa system	£25000. o.n.o
1990 Setra S215HD	all details the same as above. MOT'd till Dec 2006	Price £28,000. o.n.o
1997 Setra S 250 (8 Speed Gearbox 4/4) (P)	plate with 48 reclining seats, fridge, toilet, tv/video, hot water dispenser. Taxed and MOT'd. These vehicles are in immaculate condition and have been maintained to a very high standard. Choice of 3	Price £77,500 each
1997 Setra S 250 Auto. (R)	plate with the same specifications as the vehicles above. Again there is a choice of 3	Price £82,000 each
1998 Volvo B10m Cataeno Enigma (White)	51 reclining seats with air-con, radio/pa system, wired for video and MOT'd till March 2006... .	Price £70,000. o.n.o
1998 Volvo B10m Cataeno Enigma (Silver)	49 reclining seats, toilet, radio, pa system, wired for tv/video and MOT'd till June 2006	Price £67,500. o.n.o
1996 Toyota Optimio's choice of 3 (2 silver 1 white)	with lge boots all have air-con & radio/pa systems with large boots. MOT'd till March & April respectively	Price £12,500.o.n.o

All these vehicles have removable vinyls.

All prices are + VAT & sale only.

**Contact Peter on
0131 554 5413.**

We also have a vacancy for a fully qualified diesel mechanic at our Edinburgh base.

Experience with Setra, Scania & Volvo engines preferred but not essential as supervision will be given.

81 Salamander Street, Leith, Edinburgh EH6 7JZ

Tel: 0131 555 0034 Or: 0131 554 5413

Fax: 0131 553 3721

e-mail: enquiries@silvercoachlines.co.uk

EASTWOODS

COMMERCIAL MOTORS LTD

Telephone: 0121 328 5959 • Fax: 0121 327 3800

IVECO BEULAS EURO RIDER



2002 (Sept) 52 reg, with Stergo "E" body, automatic transmission, 49 reclining seats, climate control, continental door, toilet, servery, video/cd/radio, tinted glass.

Full continental spec, nominal mileage, one year's MoT. Sale due to company closure

**GREAT SAVING ON LIST PRICE £120,000 + VAT
(P/X considered)**

1994 BLUEBIRD SCHOOL BUSES



71 PASSENGER BUSES

RHD, 51 seats plus 20 standees, Cummins eng, auto transmission, excellent cond, 1 owner, MoT May 2005.

Choice of two.

Very good value.
Part ex-considered

1990 IVECO



28 seats,
rear wheel chair lift,
PSV tested

£3,950 + VAT

SALE

MERCEDES NOUVELLE SR AUTO BUS

Reg Oct 2001 (51 reg), 32 seats, large boot, forced air, P/A, radio/stereo, curtains, tinted glass, nominal mileage. Great saving on new price

Bargain

£59,750 + VAT

1996 DENNIS JAVELIN



Wadham Stringer Mark 3, MoT'd Feb 06, heater system, superb condition. Must see.

Choice of 3

£POA

1998 (July) MERCEDES 814 VARIO

Automatic, MoT, Class 5,

18 seat and wheelchair

BARGAIN

£11,500 + VAT

DENNIS JAVELIN

ex-MoD 12 mtr DENNIS JAVELIN



70 Cogent seats, 1992 into service, air suspension, 6 speed gearbox, Cummins 8.3 engine (recently replaced PA system), MoT October 05 (COF). Registered 2002

£POA

DENNIS JAVELIN 1996

**8.5 METRES
31/35**

Mk3 body, large boot, 3 point seat belts, high back seats, air suspension, Cummins C220 engine, full years MoT, low mileage. Just fitted new engine. Must be seen, superb condition.

£POA

DENNIS JAVELIN 1993 10 METRE



49 high back seats, air conditioned, sold with 14 month MoT

£POA

DENNIS JAVELIN 1994 8.5 METRE

36 new retrimmed seats with 3 point belts, 12 months MoT, ready for service

£POA



Mentor Coach & Bus

Suppliers of Quality New & Used Coaches
UK Distributors of the Neoplan range of coaches



Tel: Sales: 01709 705500

NEOPLAN

Fax: 01709 700007



TEL. NO. 0141 221 3165
FAX NO. 0141 221 3172

BLYTHSWOOD MOTORS LIMITED
WE ARE MOVING OUR YARD CHECK OUR SALE PRICES
FREE SATELLITE NAVIGATION SYSTEMS WITH EVERY VEHICLE

CLEARANCE STOCK - LAST FEW DAYS MAKE US A REASONABLE OFFER & IT'S YOURS

BMC PROBLES

15 Coach Reclining
Air Conditioning
Feltin Double Glazed
Tinted Curtains
LOW MILEAGE
£5000.00

MERCDES SERVICE BUSES

1998 709 26 Coach Seats £2000.00
1994 Mercedes 27+12 Extra Large Luggage Pen £3000.00
Mercedes Automatic 16 Destination Plaxton
Mercedes Beaver 10 + 20 Seats
814D Marshall 33 Semi Coach
Kneeling (11/99) Air Susp £24500.00
814D 2000 31 Semi Coach Seat, Air, Kneeling, Telmo, £25000.00

Coaches

OCT. 1998 Luxury Buses

Air Con All Seats Low

Mercedes 10 + 20 Seats

1996 DAF 51 HiBack

Seats 6 Speed Reading Lights

Forced Air Vent. £3000.00

1995 Setra 49.53 MERCE

1994 709 Alexander 27 + Pen

1995 Setra 49.53 MERCE

1995 Setra 35 Luxury Spec

1995 Setra 49.53 MERCE

1997 Setra 49.53 MERCE

1998 Setra

OLYMPIA TRAVEL



26 Seater Mercedes 609D
with 811 turbo engine & gearbox fitted, pulls very well, 70mph no problem, newly retrimmed, MoT till August 05, clean for year, (1989) P.P. £4,000 o.n.o



57 Seater Volvo MK2
automatic Jonckheere P50 with deauville front & rear, body very straight, no dints, all in white, P.P. £21,995 o.n.o



61 Seater Coach
On Duple 320 body, on Dennis Javelin chassis, MoT till June 05. Very clean with P.P. £12,000 o.n.o

16 Seater Low Roof Factory LDV
Minibus MoT till July 05, 3 point belts all in white, this model was fitted with Ford engine and gearbox. £2,750 o.n.o

48 MTB Fainsa reclining seats with seat belts.
Very good moquette. £200 per double or £2,000 for the set.

TEL: 01942 522322 MOBILE: 07736 329133

ADVANCE NOTICE RARE OPPORTUNITY



SIX OPTARE SOLO's

33 seats, first registered July/August 2002. Used solely on our interconnect Boston to Lincoln service now being replaced by higher capacity 37 seat solos.

(Bridge weight limited precludes use of heavier vehicles).

£52,000 each or £53,000 with 12 months MoT and painted in your own colours (2 colours)

For further details

Tel: 01205 364087

Air Conditioned Setra S250's



MAN engine/ 8 speed g/box, 49 seats, retractable belts, centre toilet, hot drinks, fridge, video, 2 screens/ radio/ pa, central locking, double courier seat. Price includes one colour repaint. MoT Feb 2006 – 680,000 kms



Mercedes/ 8 speed g/box, 48 seats, retractable belts, centre toilet, hot drinks, fridge, video, 2 screens/ radio/ pa, central locking, courier seat, courier box. Former Setra show model and Brighton Rally Coach of the Year. MoT Jan 2006 – 620,000 kms



1998 S-reg £89,000 + VAT

MAN engine/ 8 speed g/box, 48 seats, retractable belts, centre toilet, hot drinks, fridge, video, 2 screens/ radio/ pa, central locking, courier seat, courier box. Power o/side centre door. MoT Jan 2006 – 562,000 kms



1998 S-reg £89,000 + VAT

Mercedes/ 8 speed g/box, 48 seats, retractable belts, centre toilet, hot drinks, fridge, video, 2 screens/ radio/ pa, central locking, courier seat, courier box. MoT Jan 2006 – 518,000 kms

All the above coaches are in above average condition – never been shuttled or used on school contracts.

Complete set of 49 reclining Setra seats with belts (5-way on back row) to fit S215 or S250 – in good condition just taken out of coach. £1,000 + VAT for the set

Talisman Coach Lines

(Formerly Windmill Coaches & Boon's Coaches)

The Coach Station, Harwich Road, Gt Bromley, Colchester CO7 7UL

Phone: 01206 252472 Fax: 01206 251742 Email: talisman@beeb.net



GLASS

Glass solution...



It would be nice to think that there really was one place to go for all your glass solutions.

There is.

PSV Glass can help you with all aspects of replacement glazing.

Delivery, Storage, Fitting Equipment, Installation Training, Cascade Management.

All you have to do is call.



01494 533131

TRANSMISSIONS



HINDLE TRANSMISSIONS

Automatic Transmission Specialists

ALLISON . ZF . VOITH

- Free national delivery and collection
- Service Exchange
- Cost of Repair
- Remove and Refit
- Field Service Diagnostics
- Axles and Differentials Exchange or Repair
- National Coverage



Call Hindle Transmissions now on 08708 500 247

In an uncertain world it's good to know there is someone you can trust

The Transmission Specialists

CLEANING

Hygiene on the move

Essential products for maintaining comfort, health and safety

TRY OUR STARTER PACK THEN PICK AND MIX TO SUIT YOUR SPECIAL NEEDS



Healthy drinking Water

Safe catering and serveries

Hygienic toilets and waste water treatment

Spills and sickness clean-up

First Aid



BRADTECH

PHONE NOW ON 01785 282800
Bradtech Limited, Unit 3, Ladford Covert, Seighford, Stafford ST18 9QD
E mail: sales@bradtech.ltd.uk Web: www.bradtech.ltd.uk

(B&CP)

LIFTS

Kismet Mobile Column Lifts



From 16 to 30 Tonne Capacity
Available Ex Stock from

£7450+vat

0151 609 1007

AUDIO/VIDEO

Microphone Systems

Hand/hands free range
Compact Mic. Amps
PA type intercom
H.power pa systems

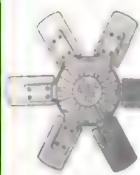
 FCAV Co.

Tel: 01594 564552

Fax: 01594 564556
info@fcav.co.uk
www.fcav.co.uk

FANS

We Repair or Replace **VISCOFANS**



FOR TRUCKS
AND BUSES

Nationwide
Delivery/
Collection

Most Credit Cards Accepted

Technical Services (UK) Ltd
Tel: 01274 637851 • Fax: 01274 637852
www.viscfans.com

PARTS

CRAIG TILSLEY

Suppliers of Reconditioned

DAF
MAN • Volvo
Scania • Gardner
Leyland • Cummins Engines
• Cylinder Heads
Crankshafts • Camshafts
Pumps
etc

Works
Moorfields Ind.
Est, Cotes Heath,
Stoke-on-Trent
ST12 6QY

Telephone:
01782 791524
01782 791527
Fax: 01782 791316



**Auto transmission parts
& remanufactured
torque converters...**

OEM quality..
at a fraction of the price!

Overhaul kits, frictions, steels, filters
and hard parts for Allison AT 540,
MT 640 + World Series

Call
01934
852772



JP (Automatic Transmissions) Ltd
Fax 01934 852211 www.jptrans.co.uk

DITTON SERVICE STATION LTD

BEDFORD GENUINE PARTS

Ring Graham or Brian
for further details
Phone: 0845 1658103 Parts Department
or Fax: (01732) 844920

FUEL

Terence Barker Tanks

Manufacture Bunded Fuel Tanks
For Installation, Sale or Hire
Built to Environment Agency Specification

Tel: 01376 330661

www.terencebarkertanks.co.uk



Also available: Bowsers,
Transfueltanks, Pumps,
Fuel Management
Systems, Service
Contracts, Installations,
Decommissioning
& More

PITS

Workshop PITS

We manufacture

Galvanised Steel Workshop Pits

For service, maintenance and HGV/PSV MOT test lanes.

Buy ex-works for your own builder to install, or go for our complete installation package. Our PITS are durable and cost effective.

ISO 9001-2000 certified we provide a range of quality workshop installation services; compressed air; lube dispensing; lighting & electrical; ground works; exhaust extraction, and major workshop equipment. You won't need another contractor.

Contact: Adam Schapiro on 0117 955 1800
Email: sales@hammersmith-engineering.co.uk



www.hammersmith-engineering.co.uk

INSURANCE

SUMMIT

AT LLOYD'S

We can quote for Multi-Vehicle Fleets
and Single Vehicle Policies

- Bespoke Insurance Solutions
- Pay by Instalments • 24-hour Helpline
- Windscreens/Glass Cover Available
- Foreign Travel Cover Available

Please contact your broker for further details

Amlin House, Parkway, Chelmsford, Essex. CM2 0UR

Coach & Minibus Motor Insurance

ENGINE REBUILDS

LAWMAN COMMERCIAL SERVICES LTD MAN ENGINE SPECIALISTS

Engine rebuilds carried out to the highest standard on all types of MAN diesel engines, coach & truck.

We are also able to carry out liner seat cutting whilst engines remain in the vehicle.

OE Quality engine parts also available at competitive prices for all your MAN needs contact John or Lawson on:

01162 321768 - 01162 322023 FAX

24 Hour Mobiles

07850 779565 - 07718 738785

Units 1 to 3, Wanstead Industrial Park
Wanstead Road, Leicester, LE3 1TR

RE-TRIMS

DUOFLEX LTD

Coach and Bus Re-Trims
A complete refurbishment from floor to ceiling
All services done at sensible, competitive prices



Tel: Steve or Damien on Brackley (01280) 701366 South Northants
E-mail: sales@duoflex.co.uk
Website: www.duoflex.co.uk
All Major Credit Cards Accepted



BLACKPOOL TRIM SHOPS LTD

REFURBISHMENT

PROBABLY THE BEST TRIMMERS IN THE NORTH WEST
FOR A SPEEDIER TURN-AROUND
WHERE QUALITY COUNTS
ANY LIKE FOR LIKE QUOTES BEATEN!
FOR ALL YOUR RETRIM & REFURBISHMENT NEEDS

Family Business - Established 30 years

CALL BOB FOR SAMPLES,

PRICES AND AVAILABILITY

Tel 01253 766762 Fax: 01253 798443
Email: sales@blackpooltrimshops.co.uk

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS



• Bus workshop • Secure storage
• Supplied any width, any length
• Building to BS5590 • Doors high enough for double deckers • Finance available

For further information phone

Blueline Buildings
01709 578333 anytime

SPARE PARTS

MERCEDES SPARES

609D, 709D, 811D

All parts cleaned, on the shelf,
Next day delivery nationwide
www.mercedesmagic.co.uk

TEL: NEXT BUS LTD
01249 462 462



24 HOUR



TRANSMISSIONS

Water pumps - slack adjusters
compressors - air brake valves

BLUESTRIPE



TRANSMISSIONS

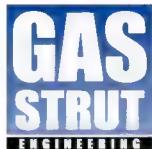
Dart -Allison AT545 from £850
Olympian - Hydra from £1450
Atlantean - Pneumo from £625
01384 893083

GAS STRUTS



- UK Manufacturers
- Quick Deliveries
- To suit all types of vehicle
- Competitive prices

For Further Information & Technical Assistance Contact



2 Lyon Close
Woburn Road Ind Estate
Kempston
Beds MK42 7SB

Tel: 01234 843979
Fax: 01234 843916

ENGINES

Cummins ET10 180BHP Engines in Olympian
Dress runners removed from chassis for on-going re-power programme over next 12 months. Engines will be available throughout.

0191 276 1111

LEGAL

VOSA PROBLEMS

- SERVICE, MAINTENANCE & REPAIRS • TACHOGRAPH PROBLEMS
- FLEET INSPECTIONS • PUBLIC ENQUIRIES

Our speciality - we have the experience to ensure that you comply!
Road Transport Problem Solvers T: 01554 757 856 M: 07900 671038
M: 07976 572739 • E: ray@rsaltiel.freeserve.co.uk

TRAINING

WRIGHT TRAINING SERVICES LTD CPC COURSES

NATIONAL and INTERNATIONAL
Attendance courses held at Thurrock, Essex.
Homestudy Courses also available
Tel: 01708 867564
Fax: 01708 867864
www.wright-training.com
Info@wright-training.com
Wright Training Services Ltd Truck World West Thurrock, Essex

DESTINATION BLINDS

NORBURY BLINDS LTD

(owners of T. Norbury & Co. Ltd)
"Norburys" - Quality printers of destination blinds and vehicle graphics to the transport industry

Tel: 0121 359 4311
Fax: 0121 359 6388

"We care where you're going"

HEATING

THHS LTD

For all your coach and bus heating equipment and general hose products including motors, radiators, fans, elbows, ducting and complete heaters
Also bodywork accessories

Telephone:
01925 657555
Fax: 01925 657556

View our catalogue on our website
www.THHS.co.uk

LENSES

Berm
Rearscope
Lenses

www.bermuk.com

VENDING



Transvend Ltd

Hot Drinks

12vdc & 24vdc
Compact hot drinks machines, 6 litre capacity, fast heat up times, uses the Drinkmaster range of drinks. Transvend also supply the complete Jason range of machines
www.transvend.co.uk
Tel 01438 743838

TRANSMISSIONS

Powertrain

ZF DriveCentre

Call: 01902 366000
Field Service Support Genuine ZF Parts
ZF Service Exchange Units
Technical Helpline

SOFTWARE

AutoPro Software^{UK}

Powerful software solutions for all aspects of the Transport Industry



Call for FREE CD, or visit our website for Tours, Prices and Downloads



0 1 9 2 8 - 7 1 5 9 6 2

www.AutoProSoftware.com

REGISTRATIONS

Speedy Registrations Co. Ltd

'Buy with confidence - CNDA Member'
All at £89 - Discount on two or more



EHZ 9330	GJZ 5997	LKZ 9314	MUI 9823	NUI 7642	XIL 6559
EHZ 9331	GJZ 5998	MKZ 1834	MUI 9824	NUI 7643	XIL 8071
EHZ 9332	GJZ 9472	MKZ 3390	NLZ 1710	WCZ 2118	XIL 8461
FNZ 2267	GJZ 9473	MKZ 3431	NLZ 1711	WCZ 2119	YIL 4430
FNZ 2268	GJZ 9474	MKZ 3432	NUI 6771	XCZ 4151	YIL 4431
FNZ 7691	HKZ 9109	MKZ 4483	NUI 6772	XCZ 4152	YIL 4432
FNZ 7692	LKZ 9194	MKZ 4484	NUI 6773	XCZ 4153	YIL 4433
FNZ 7693	LKZ 9195	MLZ 5951	NUI 7640	XIL 6557	YIL 4587
GJZ 5996	LKZ 9196	MLZ 5952	NUI 7641	XIL 6558	YIL 4588

Milwood, Lisbellaw, Co. Fermanagh, N. Ireland BT94 5HQ
Tel: (028) 6638 7124 • www.speedyreg.co.uk • sales@speedyreg.co.uk



SEATING

The Cogent Schoolbus Seat - fitted in minutes for years of abuse!



Schoolbus^{Seat}™

Comfortable, robust and easily installed, the new Cogent Schoolbus Seat achieves all C.O.I.F dimensions with ease.

Cogent Passenger Seating Ltd

email: seats@ cogent.demon.co.uk

Tel: 01792 585444

Fax: 01792 588191

www.cogent.demon.co.uk



TEK SEATING

AB411S

KAB714

GSLINER

GSLINER

FREEPHONE:
0800 371538
www.tekseating.co.uk

Milton Mowbray

TEK Seating distributes the KAB seating range of bus and coach driver seats, as well as a comprehensive collection of Aguti seats, suitable for both driver and specialist passenger application

Universal Minibus Seat
ISRI 1000/510

Coach Seat
ISRI 6800/337

Bus Seat
ISRI 6500/517

ISRINGHAUSEN

Mechanical and air suspension seats available from stock.

JENNINGS C.V.S

Units 19-20, A Tech Court, Lancaster Fields, Crewe Gates Industrial Estate, Crewe, Cheshire CW1 6FF Telephone: 01270 257417 Fax: 01270 253927





UniTec

Your Complete Aftersales Service for the Bus & Coach Industry



Customer Service Managers

Mobile Technicians

Technical Services

Parts Supply

London Service Centre

Rotherham Service Centre

Warranties

At UniTec our priority is getting and keeping your vehicles on the road... whatever make, whatever model we're here to help you.

- Mechanical Repairs.
- Accident Repairs and Bodywork.
- Technical Training.
- Tachograph Calibration and Overhaul.
- Mechanical Overhaul.
- Refurbishment.
- Fully Equipped Vans to Attend On-site Repairs.
- Contract Maintenance.
- Servicing, Maintenance.
- MOT Preparation and Testing.
- Collection and Delivery Service.
- Running Repairs.

UniTec Leeds: 0113 264 5182 UniTec Rotherham: 01709 535101 UniTec London: 01708 892440

UniTec is a division of the Optare Group

RESIN TREATMENTS

Are you continually replacing anti-roll bars or bushes?

Eli-Flex anti-roll bar repair resin is a revolutionary polymer resin that offers a durable lining between anti-roll bars and bushes. The polyurethane lining absorbs the extreme wear and impact forces acting upon them.

- anti-roll bar bushes last 4-5 times longer after Eli-Flex has been applied.
- There is no need to fit new bushes, the old bushes can be re-used over and over again.
- There is also no need to replace the costly roll bar.
- Users find that the product solves immediate M.O.T concerns with "knocking", "rattling" and freepay between the bushes and bar.
- The product is mixed and applied in 10 minutes without special tools, training or equipment and cures in approx. one hour.
- Eli-Flex has full VOSA approval.



Contact : Eli-Chem Resins U.K Ltd, 11 Sells Close, St.Lukes Park, Guildford, Surrey GU1 3JY

T: 01483 450066 F: 01483 450067 W: www.elichem.co.uk E: sales@elichem.co.uk

ABERDEEN**SS WALKER RICHMOND GARAGE**

24Hr Recovery for Coach and Buses,
Secured Storage, Tel: 01224 732568
Mobile 07831 841024, Brighton Place,
Peterculter, Aberdeen, AB14 0UP.

BEDFORDSHIRE

STATHAM MOTOR ENGINEERS LTD 24 hour Roadside Assistance & Recovery for Buses & Coaches by trained technicians with modern vehicles. Full workshop repairs & servicing. Low loader service available. Tel: 07770 861190 24 hours. Fax/Tel: 01582 849403, Commercial Yard, Watling Street, Beds LU6 3QP.

BERKSHIRE

N D SERVICES 24 hour Breakdown & Recovery for buses, coaches and all commercial vehicles. Workshop, repairs & storage facilities. Tel: 01672 541498, Mile End, Wantage Road, Lanbourn, Newbury, Berks RG17 8UF www.nd-services.co.uk

BUCKINGHAMSHIRE

COWAN MOTOR GROUP 24 hour Recovery for coaches and buses, secured storage, Tel: 01908 589312, PO Box 600, Newport Pagnall, Buckinghamshire MK16 8YR

CAMBRIDGESHIRE

MANCHETTS RECOVERY 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01638 742987, Broad Road, Burwell, CB5 0BQ

CHESTER

A MORREY TRANSPORT LTD 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01244 335723, The Old Station, Saighton Lane, Waverton, Cheshire, CH3 7PA

HOWLEY QUAY MOTORS 24 Hour Recovery for Coaches & Buses, workshop,



Network RECOVERY

storage. Tel: 01925 268899, Unit 4 Stretton Distribution Centre, Grappenhall Lane, Thorne, Warrington, Cheshire WA4 4Q

CUMBRIA

FURNESS CARS & COMMERCIALS LTD 24 hour Recovery for coaches and buses. Day 01229 465549, Evening 01229 465549, Paradise, Askam in Furness, Cumbria LA16 7HA

CAWSEY COMMERCIALS LIMITED 24Hr Recovery for Coaches and Buses, Secured Storage, Tel: 01566 772805

ESSEX

BOLEYN RECOVERY & SERVICE STATION 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 0208 5945637, 77-78 River Road, Boleyn Commercial Park, Barking, Essex IG11 0DS

ON TIME FLEET ASSISTANCE 24 hour Breakdown & Recovery for Coaches and Buses, storage facilities. Tel: 0870 442 9999, Fax: 0870 442 9999, Cranes Close, Basildon, Essex SS14 3JB. Email: fleetassistance@ontime-recovery.com

HERTFORDSHIRE

STATHAM MOTOR ENGINEERS LTD 24 hour Roadside Assistance & Recovery for Buses & Coaches by trained technicians

with modern vehicles. Full workshop repairs & servicing. Low loader service available. Tel: 07770 861190 24 hours. Fax/Tel: 01582 391900, Redbourne, Herts AL3 7DR

LANTERN RECOVERY SPECIALISTS PLC

Caxton Hill, Ware Rd, Hertford, SG13, 24/7 service 0870 60 90 333. Roadside Breakdown, Rescue and Recovery for ALL types of vehicles. Nationwide and European coverage + agents network. Plant transportation. Grab Hire service. Car, Van and Commercial Vehicle Hire. FULL CALL HANDLING SERVICE. Secure parking and storage. www.lrs.uk.com

KENT**ECLIPSE RECOVERY SERVICES LTD.**

The Warren, Ratling Road, Canterbury CT3 3BD European Recovery Specialists. Depots at Canterbury & Dover. Tel: 01304 840084. Email: eclipse.recovery@btconnect.com

LINCOLNSHIRE**TEARS RECOVERY**

24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01775 840525, Stumps Lane, Spalding, PE12 6AT

TOURMASTER RECOVERY We can provide a complete package for your breakdown needs. 24 hour roadside breakdown & recovery for all types of vehicles plus a replacement coach available with or without a driver. We

are very close to both the A1/A17. Tel: 01733 211497 / 07702 287767

NORFOLK

TEARS RECOVERY 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01406 350218, Friesian Way, Kings Lynn, Norfolk PE30 4JQ

OXFORDSHIRE

KARDOS RECOVERY SERVICES 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01865 883130 9-13 Oakfield Ind. Est., Eynsham, Oxford OX29 4TH

SOUTH WALES

WG LANE & SON 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01873 852126 Forge Garage, Llanvetherine, Abergavenny, Gwent NP7 8NL

SUFFOLK

HAMMOND RECOVERY SERVICE 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 01986 834090, Broadway Drive, Halesworth, IP19 8QR

WEST MIDLANDS

RS RECOVERY LTD 24Hr Recovery for Coach and Buses, Secured Storage, Tel: 0121 5222076, Coneygree Industrial Estate, Birmingham New Road, Tipton, West Midlands, DY4 8XP

NATIONAL

LANTNER RECOVERY SPECIALISTS PLC. 24/7 National and European roadside breakdown, Rescue and Recovery service for ALL types of vehicles. Storage and workshop facilities available nationwide. One call does it all - 0870 60 90 333. www.lrs.uk.com

ENFIELD RECOVERY SERVICES LTD 24 HOUR LIGHT & HEAVY RECOVERY

- 24 Hour Service
- Roadside Assistance
- Coach Recovery
- Off Road Recovery
- Accident Recovery
- Special Services For Motorcycles, Cars, Light Goods Vehicles And Heavy Commercials To 44 Tons



SERVICES THROUGHOUT MID WALES AND NORTH SHROPSHIRE

Rhos Common
Llanymynech
Powys
SY22 6RN

Units A & C
Lynchford Works
Four Crosses
Llanymynech

Wharf Road
Ellesmere
Shropshire
SY12 0EL

Tel 01691 830653
Fax 01691 831610



MANGETTS • Coach & Bus Recovery •

MODURON MAETHLU MOTORS LTD

- 24 hour Breakdown Recovery
- Groeneveld Speed Limiter Centre
- Tachograph Centre
- Workshop Repairs
- Coaches available for journey
- Continuation of passengers

The Garage, Llanfaethlu, Holyhead, Anglesey
Tel: 01407 730759 Mob: 07803 218500
Fax: 01407 730044

Auto Mechanical Rescue & Repair

24hr Recovery
Buses, Coaches, Cars,
Motorcycles,
Light, Heavy,
Commercial

TELEPHONE: 01952 293300

STAFFORD PARK 6 • TELFORD • SHROPSHIRE TF3 3AT

60 bus AND coach PROFESSIONAL



Dragon Rescue



**24 Hour Recovery
Light & Commercial transportation**

WORKSHOP • BODY • GARAGE

Dragon House, Coaster Place, Rover Way, Cardiff CF10 4XZ

Control Room: 029 20 448999 Fax: 029 20 448990

**ALBERT ROAD
RECOVERY AND REPAIRS
LIMITED**



CANUTE CORNER, JULIET WAY,
LONDON ROAD, AVELEY,
SOUTH OCKENDON,
ESSEX RM15 4YD

**Tel: 01708 867928/868152
Fax: 01708 862751**

R AND A RECOVERY

205 Deeble Road,
Kettering, Northants
BUS AND COACH RECOVERY

**Mobile: 07710 964906
Tel: 01536 510867**



**KARDOS
RECOVERY**

ISO9001:2000 & PAS43 Accredited

- WE ARE OXFORDSHIRE'S PREMIER RECOVERY COMPANY
 - CAR, COACH, MEDIUM AND HEAVY VEHICLE RECOVERY
 - SPECIALIST OFF ROAD RECOVERY, HIAB & AIRBAGS
 - WORKSHOP, COMMERCIAL BRAKE TESTER & CLASS 4, 5, 7 MOTS
 - CALL OUR 24 HR CONTROL CENTRE ON 01865 883130
- 9-13 OAKFIELD IND EST, EYNSHAM, WITNEY, OXFORD, OX29 4TH



**We operate one of
the best Breakdown
Services for miles**

ANYWHERE ANYTIME

Bus and Coach, Car and Commercial Servicing and Repairs - Tyres - Car and Van Rental



WEST MIDLANDS CONTROL CENTRE

**Telephone:
08700 707777**



On Site Service

BARRY HALL INSTALLATIONS

///securon///

The UK's No1 Seatbelt Installers



- **Seat Belt Supplies**
- **Hand Rail Padding**
- **Next Day Delivery**
- **Seat Belt Installations**
- **Double Deckers Seat Belted**

**Call the Experts: 01522 689911
Email: info@bhiuk.com
www.bhiuk.com**

Fax: 01522 689922



Your Seat Belt Installation is our Reputation



Russell Gard

AFTER a quiet spell for management reshuffles at FirstGroup, **RUSSELL GARD**, commercial director at First Manchester, left the company this week. Gard had been in the post for five years. He hit the local headlines in December, when in support of charity, he was co-driver on a 1992 Mercedes-Benz minibus, which was donated by First to a school for deaf people in The Gambia, driving it some 3,000 miles through France, Spain, Morocco, Mauritania and Senegal. A successor has not yet been appointed.

GoSkills now has a full complement of business advisers with the addition of **HELEN SMITH** to its team. Smith takes on the responsibility for providing strategic support to businesses within the south-east region on skills and training issues. She

previously worked with the Learning & Skills Council in London and the south-east as a senior workforce development adviser.



Helen Smith

STEPHEN BARBER has decided to take early retirement on conclusion of the deal to merge Wallace Arnold and Shearings, expected to take place next month.

Barber, currently managing director of the Wallace Arnold coach business, has spent a total of 29 years with the company, punctuated by a seven-year spell at National Holidays between 1978 and 1985 after which he rejoined WA. His career started with Halifax Corporation, where he worked for two years in the late 1960s before moving into coaching at Wallace Arnold.



Working with manufacturers for original equipment tanks

ACGB
ALUMINIUM TANKS

Certified by



ISO 9001:2000
ISO 14001:1996
ACGB SA

Reducing Vehicle Maintenance Costs



Working with operators for light, strong and durable aluminium replacement tanks to fit on existing models

ACGB (UK) Limited, Manor House Farm Woodford, Kettering, NN14 4ES
Tel: 01832 735265 Fax: 01832 731763 www.acgb.com info@acgb.co.uk



Super subscription package

Subscribe to *Bus and Coach Professional* magazine and get the **MONTHLY** *Coach Tourism Professional* magazine **FREE** every month.

ALSO

The *Coach Tourism Professional Handbook* and *Bus and Coach Professional Yearbook* - both annual publications will be delivered **FREE** each year

Yes, I want to subscribe to
Bus and Coach Professional & Coach Tourism Professional

I enclose a cheque made payable to Plum Publishing

Limited for £ _____

Please debit my Visa/Access/Switch card

Card number

Expiry date Issue No: _____

(Switch card)

Signed _____

Date _____

RETURN BY POST TO BOOK YOUR REGULAR COPY.

Bus And Coach Professional

Plum Publishing Limited · Suite 1 · Cornerstone House

Stafford Park 13 · TELFORD TF3 3AZ

Tel: 01952 204920 · Fax: 01952 204929

OFFICE USE:

DATE	AC	REC	DB

Annual subscription

UK £49 EU £99 World £125

Mr/Ms/Mrs* First Name _____

Surname _____

Job title _____

Company _____

Address _____

Post Code _____

Tel _____

Fax _____

E Mail _____

Address to deliver to if different from above _____

Postcode _____

Take advantage of this Special Offer. Fill in the coupon below, visit

www.busandcoach.com

or phone our subscription department on

**01952
204920**

On the road to a safe and secure future. Mercedes-Benz Buses and Coaches.



CITARO

Makes your money go a long, long way

► At a time when demands for value and quality are greater than ever, it comes as no surprise that the Mercedes-Benz Citaro continues to outperform its rivals. From the stylish exterior to the efficient Euro III Engine, Europe's favourite single deck citybus offers everything you would expect from one of the world's premier brands. Exceptional reliability and long service

intervals ensure the Citaro spends more time in service - not in for service - a huge financial benefit, regardless of your fleet size! In addition, high resale values give you the confidence to purchase a new Mercedes-Benz Citaro as an investment that is quickly realised.

"The Citaro represented the best saving we've ever made! We would look no further than the

Citaro as we continue to strengthen our fleet"

Mr P. Worth, Director, Worth's Motor Services Limited.

Contact EvoBus on 02476 626000 and ask for Kate Dodds.



Mercedes-Benz